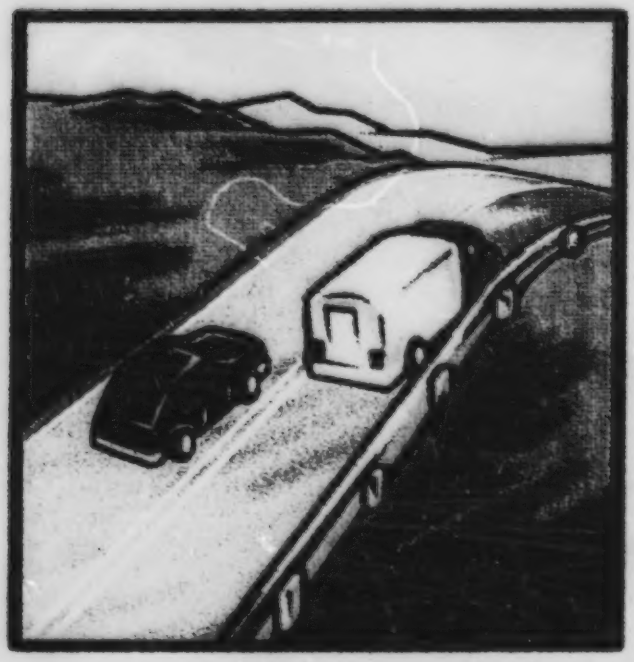
Traffic Collision Statistics Report



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102-05889/

Manitoba Transportation and Government Services, through the Division of Driver and Vehicle Licencing and the Traffic Engineering Branch, collects all traffic collision data in Manitoba. The Traffic Accident Report is the means by which accident data is collected. Under *The Highway Traffic Act* and *The Off-Road Vehicles Act*, all traffic collisions involving a fatality or an injury must be reported to a law enforcement agency. A fatal traffic accident is defined as a collision where an injured victim dies within thirty (30) days from the date of the accident. Property damage collisions in excess of $1,000.00 combined damage must also be reported to a law enforcement agency.

Traffic Accident Reports (TARs) are produced for all reportable traffic accidents occurring on public highways (roadways). These accidents involve a motor vehicle as defined under *The Highway Traffic Act* in collision with another motor vehicle, a pedestrian, a train, a bicycle, animals or inanimate objects such as buildings, trees, hydro poles, or embankments alongside a highway.

Traffic accident reports must also be completed for reportable traffic accidents involving snowmobiles and all-terrain motor vehicles, etc. as defined under *The Off-Road Vehicles Act*. Off-road vehicle traffic collisions may occur on a public roadway, a ditch alongside a roadway, a groomed trail, a bush road, lakeshore, riverbank, floodway, or any other public property.

Law enforcement personnel record the following on a traffic accident report:

- Roadway description
- Light and weather conditions
- Traffic control information
- Major contributing factors to collision causation,
  - Driver action
  - Human condition
  - Vehicle condition
  - Environmental condition
- Vehicle types
- Driver/victim information,
  - Age
  - Gender
  - Injury severity
  - Seatbelt usage

The Traffic Collision Statistic Report comprises two parts. Part 1, Driver, Vehicle and Traffic Collision Statistics, contains twelve sections. Section 1, Historical Trends, presents a comparison of collision data to driver licencing and vehicle registration statistics for the years 1991 to 2000. Section 2, Licenced Drivers and Section 3, Vehicle Registrations utilize information contained in the Division's master computer files to illustrate 2000 licencing and vehicle registration activity. Collision statistics from the 2000 traffic accident reports form the basis for the following sections: Traffic Collisions (Section 4), Collision Victims (Section 5), Pedestrian Victims (Section 6), Vehicle Involvement (Section 7), Driver Involvement (Section 8), Contributing Factors (Section 9), National Safety Code Monitoring Report (Section 10), and Off-Road Vehicle Collisions (Section 11). Section 12, Alcohol-Related Criminal Code Convictions, presents data on drinking and driving statistics in Manitoba from 1986 to 1999.

Part 2, Traffic Engineering Traffic Collision Statistics Report, contains three sections. In Section 1, Provincial Highway Collisions, traffic accidents occurring on the provincial highway system are summarized according to three distinct locations: urban, suburban and rural. These categories are defined according to the legal, posted speed limit on the provincial highway system: urban category – 50-60 km/h; suburban category – 70-80 km/h and the rural category – 90-100 km/h. Section 2, Construction-Related Collision, provides an overview of traffic accidents within construction or maintenance zones on the highway system. Section 3, Intersection Collision Data, presents collision frequencies at intersections of provincial highways and other roadways.

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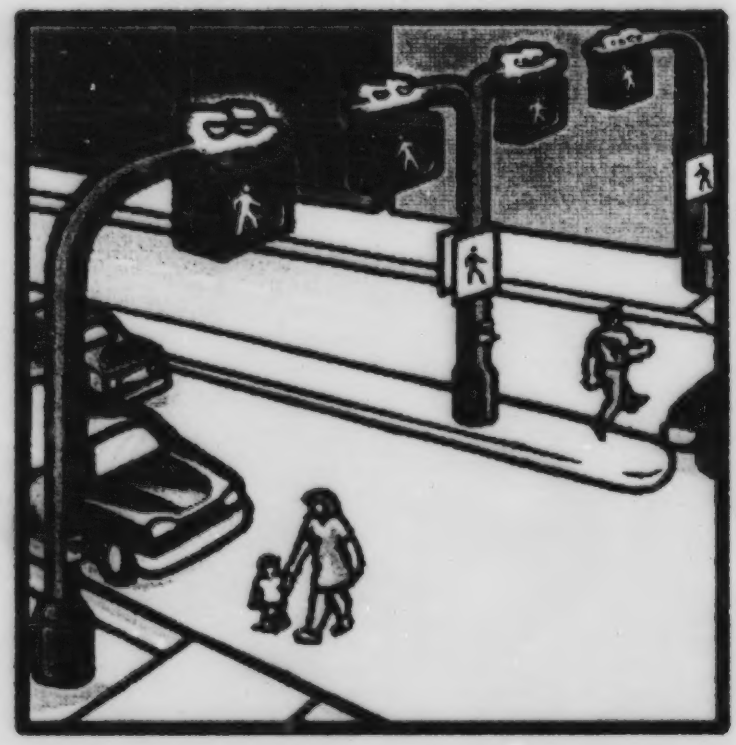
Abbreviation and Symbols

F	Female
M	Male
M/cycle	Motorcycle
N/A	Not Available
NS	Not Stated
NSC	National Safety Code
ORV	Off-Road Vehicles
P. Damage	Property Damage
TARs	Traffic Accident Reports
Ttl	Total
-.-	Minus or Negligible

Part 1

Driver, Vehicle and Traffic Collision Statistics Report



Introduction

The Driver, Vehicle and Traffic Collision Statistics Report contains information obtained from all "reportable" traffic accidents in Manitoba. Collision statistics are presented in a series of tables and graphs encompassing nationally recognized causal variables including driver action and condition, vehicle condition and environmental factors, including highway condition.

The first section of the report establishes collision rates for licenced drivers and registered vehicles. These rates have been established at 1/1,000 for the total number of drivers and for the total number of registered vehicles involved in all collisions. However, within each group of fatal, injury and property damage collisions the rates for both categories have been set at 1/10,000 to reflect the lower numbers of each subset.

Figures are provided for the 1991 - 2000 period for licenced drivers and for the 1996 - 2000 period for registered vehicles. To improve statistical consistency following a major computer systems change in 1995, it was decided to exclude lapsed, cancelled, and suspended vehicle registrations for the period 1996 - 2000. Numbers for the excluded elements are not available prior to 1996.

Section 2, Licenced Drivers, provides a breakdown (by age and gender) of data contained in the master data files. Licence status (active or suspended) is also indicated. Section 3, Vehicle Registrations, covers three vehicle categories: Non-Commercial, Commercial, and Off-Road and excludes lapsed, cancelled and suspended vehicle registrations.

Sections 4 through 10 contain collision data compiled from traffic accident reports processed by the Division.

Section 11, dealing with Off-Road Vehicle Collisions, also uses accident data obtained from traffic accident reports but this is processed separately by the Research Section.

Section 12, Alcohol-Related Criminal Code Convictions, highlights drinking and driving convictions in Manitoba from 1986 to 1999 and also provides comparison data for the years 1986, 1990 and 1999.

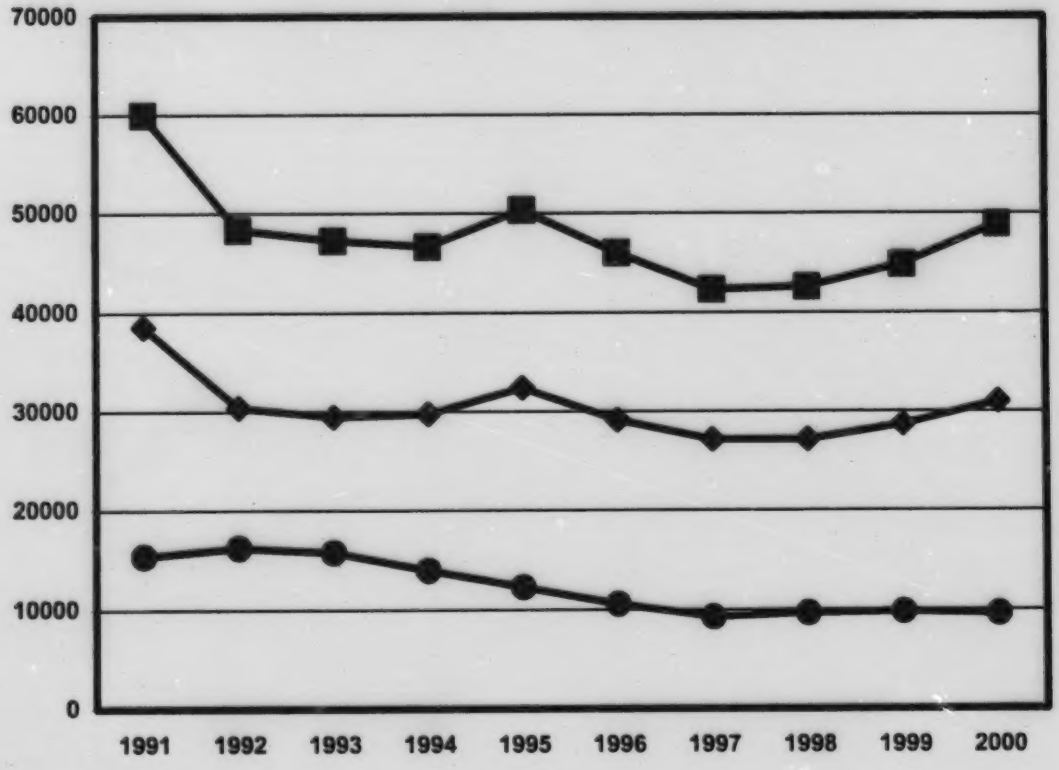
Annual collision statistics are used to:

- indicate trends,
- identify problem driver and vehicle factors,
- evaluate current programs and new provincial road safety initiatives,
- monitor commercial vehicle collisions in accordance with the National Safety Code,
- identify highway locations which may require improvement from a safety and a highway planning perspective, and
- guide development of new policies and programs to reduce the frequency and severity of traffic accidents in the province.

Other government agencies and organizations use the annually published collision data. These include law enforcement agencies, research organizations, consultants, medical groups, and schools and universities having an interest in highway safety. Manitoba Public Insurance's Road Safety Department uses collision data to target and address safety issues from an insurance perspective. The Manitoba Safety Council uses collision data to develop driver improvement and other driver-related safety programs. On a national level, Transport Canada uses the collision data to maintain their fatal and injury accident data base development for national safety standards and to monitor highway safety across Canada.

Section 1

Historical Trends



Fatal, Injury, and Property Damage Collisions by Total Licenced Drivers[1] 1991 – 2000

Year	Licenced Drivers	Total Collisions	Collisions /1,000 Drivers	Total Fatal	Fatal /10,000 Drivers	Total Injury	Injury /10,000 Drivers	Total P. Damage	P. Damage /10,000 Drivers
1991	669598	38545	57.6	107	1.6	10689	159.6	27749	414.4
1992[2]	672960	30383	45.1	106	1.6	11245	167.1	19032	282.8
1993	672937	29435	43.7	106	1.6	10906	162.1	18423	273.8
1994	675659	29744	44.0	98	1.5	9706	143.7	19940	295.1
1995	680142	32398	47.6	108	1.6	8783	129.1	23507	345.6
1996	684798	29089	42.5	79	1.2	7509	109.7	21501	314.0
1997	687229	27113	39.5	101	1.5	6698	97.5	20334	295.9
1998	692941	27124	39.1	109	1.6	6879	99.3	20136	290.6
1999	702851	28667	40.8	99	1.4	6959	99.0	21609	307.4
2000	706512	30973	43.8	92	1.3	6931	98.1	23950	339.0

[1] Licenced drivers include active and suspended drivers who held a valid licence within the licencing year.
[2] On January 1, 1992, the collision reporting threshold level increased from $500.00 to $1,000.00.

Over the past 10 years, traffic collisions have decreased by 19.6% (38,545 to 30,973) while licenced drivers have increased by 5.5%. Collision rates for licenced drivers have decreased by 24.0% from 57.6/1,000 drivers in 1991 to 43.8/1,000 drivers in 2000. Fatal collision rates decreased by 18.7% from 1.6/10,000 drivers in 1991 to 1.3/10,000 drivers in 2000. Injury collision rates decreased by 38.5% from 159.6/10,000 drivers in 1991 to 98.1/10,000 drivers in 2000.

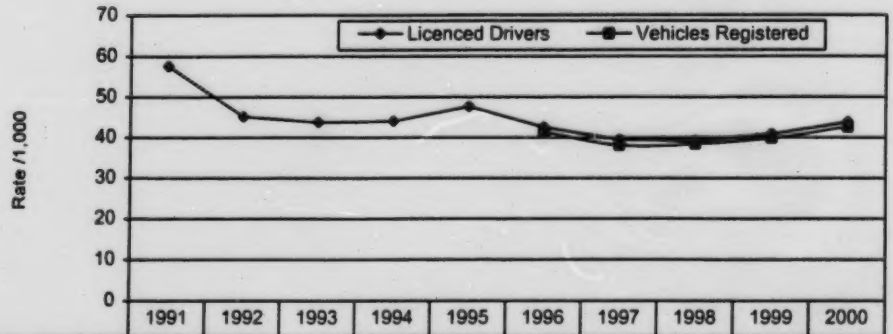
Fatal, Injury, and Property Damage Collisions by Vehicles Registered[1] 1996 – 2000

Year	Vehicles Registered [2]	Total Collisions	Collisions /1,000 Vehicles	Total Fatal	Fatal /10,000 Vehicles	Total Injury	Injury /10,000 Vehicles	Total P. Damage	P. Damage /10,000 Vehicles
1996	703072	29089	41.4	79	1.1	7509	106.8	21501	305.8
1997	711632	27113	38.1	101	1.4	6698	94.1	20334	285.7
1998	706541	27124	38.4	109	1.5	6879	97.4	20136	285.0
1999	719534	28667	39.8	99	1.4	6959	96.7	21609	300.3
2000	727562	30973	42.6	92	1.3	6931	95.3	23950	329.2

[1] Vehicles registered exclude lapsed, cancelled and suspended registrations. Since the latter numbers can only be calculated from 1996, that must serve as the base year.
[2] Vehicles registered exclude off-road vehicles, snow vehicles (HTA), trailers (HTA), tractors other than farm and PSV trailers.

Over the last five years, traffic collision rates have increased by 2.9% from 41.4/1,000 vehicles registered in 1996 to 42.6/1,000 in 2000. Fatal collision rates have increased by 18.2%, from 1.1/10,000 registered vehicles in 1996 to 1.3/10,000 in 2000, injury collision rates decreased by 10.8% from 106.8/10,000 registered vehicles in 1996 to 95.3/10,000 in 2000.

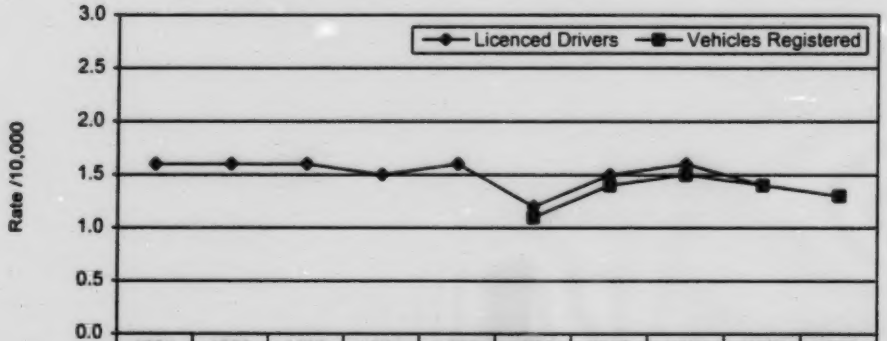
Total Collisions /1,000 Licenced Drivers and Vehicles Registered 1991 - 2000 and 1996 - 2000



	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
Licenced Drivers	57.6	45.1	43.7	44.0	47.6	42.5	39.5	39.1	40.8	43.8
Vehicles Registered	n/a	n/a	n/a	n/a	n/a	41.4	38.1	38.4	39.8	42.6

This graph represents a 10-year history of collision rates by licenced drivers and a five-year collision rate for vehicles. Collision rates by licenced drivers decreased between 1996 and 1998 then began to climb to 40.8 in 1999 and 43.8 in 2000. Collision rates for every 1,000 registered vehicles increased by 2.9% between 1996 and 2000, from 41.4 to 42.6.

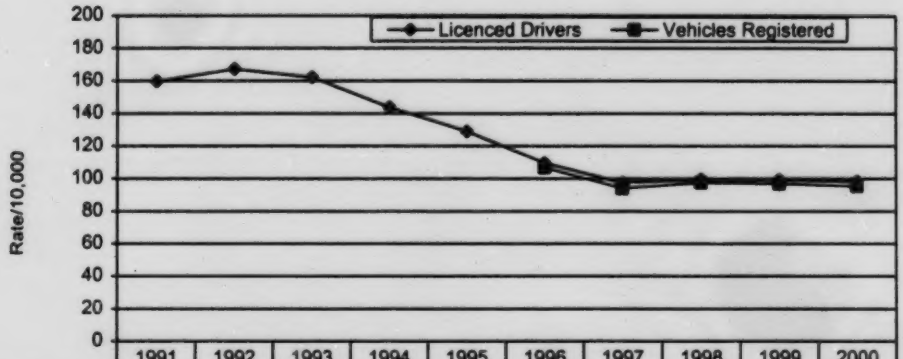
Fatal Collisions /10,000 Licenced Drivers and Vehicles Registered 1991 - 2000 and 1996 - 2000



	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
Licenced Drivers	1.6	1.6	1.6	1.5	1.6	1.2	1.5	1.6	1.4	1.3
Vehicles Registered	n/a	n/a	n/a	n/a	n/a	1.1	1.4	1.5	1.4	1.3

Fatal collision rates by licenced drivers declined by 18.7% between 1991 and 2000. The rate of 1.3 per 10,000 licenced drivers recorded in 2000 was the lowest rate since 1996.

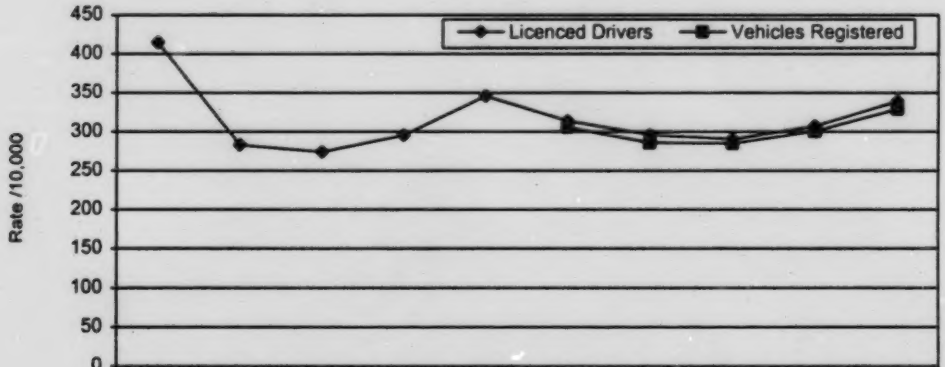
Injury Collisions /10,000 Licenced Drivers and Vehicles Registered 1991 - 2000 and 1996 - 2000



	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
Licenced Drivers	159.6	167.1	162.1	143.7	129.1	109.7	97.5	99.3	99.0	98.1
Vehicles Registered	n/a	n/a	n/a	n/a	n/a	106.8	94.1	97.4	96.7	95.3

Overall, injury collision rates for licenced drivers declined by 38.5%, from 159.6/10,000 in 1991 to 98.1/10,000 in 2000. Injury collision rates rose between 1991 and 1992 but steadily decreased to 97.5/10,000 in 1997, the lowest level for the period. Since 1998, the rate has remained relatively stable. Injury collision rates by vehicles registered decreased by 10.8%, from 106.8/10,000 registered vehicles in 1996 to 95.3/10,000 in 2000.

Property Damage Collisions /10,000 Licenced Drivers and Vehicles Registered 1991 - 2000 and 1996 - 2000



	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
Licenced Drivers	414.4	282.8	273.8	295.1	345.6	314.0	295.9	290.6	307.4	339.0
Vehicles Registered	n/a	n/a	n/a	n/a	n/a	305.8	285.7	285.0	300.3	329.2

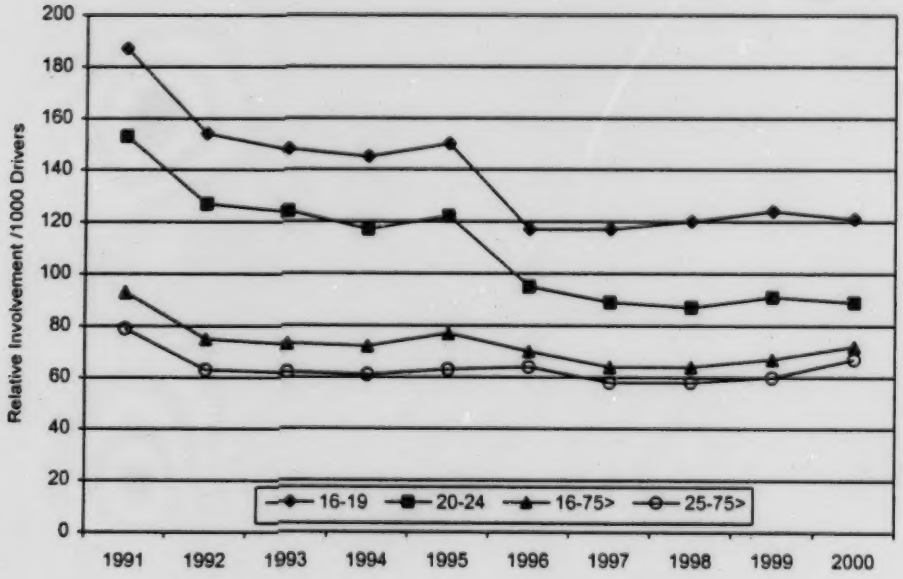
The sharp decline in property damage collision rates by licenced drivers in 1991-92 was primarily due to the change in the collision-reporting threshold from $500.00 to $1,000.00 (effective January 1, 1992). Significant increases occurred in 1994, rising to a peak in 1995 before declining in 1996 and 1997 and stabilizing in 1998. Between 1998 and 2000, the rate rose by 15.5% from 285.0/10,000 vehicles registered to 329.2/10,000.

Relative Involvement /1,000 Drivers by Age Group 1991 – 2000

Age Group	Year									
	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
16-19	187	154	148	145	150	117	117	120	124	121
20-24	153	127	124	117	122	95	89	87	91	89
25-34	104	84	83	80	85	68	63	62	64	62
35-44	81	64	62	63	64	54	51	50	53	53
45-54	69	54	53	54	57	49	45	44	47	46
55-64	60	47	46	47	48	42	38	39	42	40
65-74	53	39	41	41	42	38	34	34	36	37
75>	53	45	43	43	45	38	33	36	38	38
Ages 16-75>	93	75	73	72	77	70	64	64	67	72
Ages 25-75>	79	63	62	61	63	64	58	58	60	67

Relative involvement rates indicate 16-19 year olds are more likely to be involved in collisions than any other age group. *These relative involvement rates do not take into account the number of vehicle kilometres travelled by each age group in a given year.* The sharp decline after 1991 was primarily due to the higher property damage reporting threshold introduced on January 1, 1992.

Relative Involvement /1,000 Drivers by Selected Age Group 1991 – 2000



Section 2

Licenced Drivers

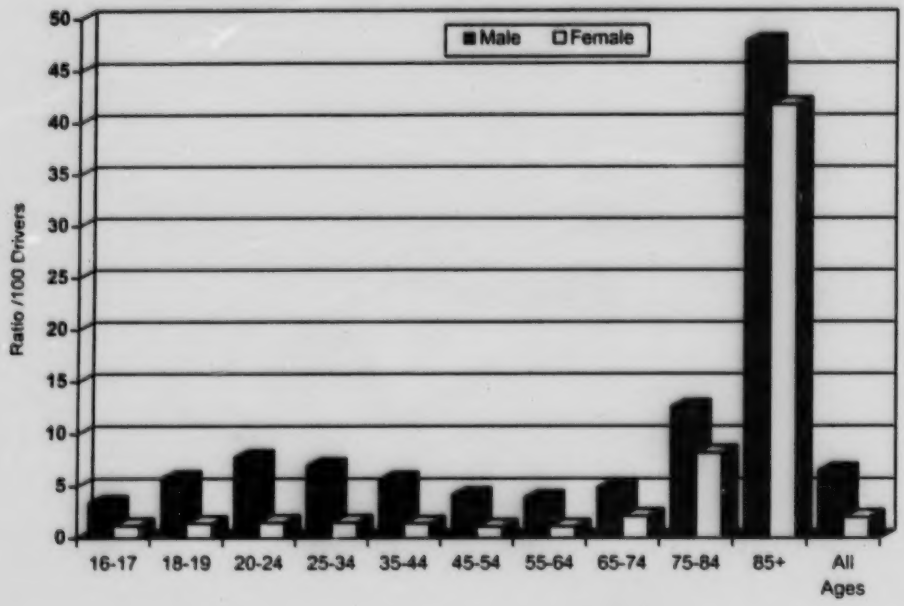
By Age Group, Sex, and Driver Status
2000

Age Group	Sex	Active Drivers	Suspended Drivers	Total Drivers	%	Suspended /100 Drivers
16-17	M	11083	391	11474		3.4
	F	10441	123	10564		1.2
	Total	21524	514	22038	3.1	2.3
18-19	M	11462	703	12165		5.8
	F	10621	147	10768		1.4
	Total	22083	850	22933	3.2	3.7
20-24	M	27896	2354	30250		7.8
	F	26685	398	27083		1.5
	Total	54581	2752	57333	8.1	4.8
25-34	M	59250	4483	63733		7.0
	F	57267	846	58113		1.5
	Total	116517	5329	121846	17.3	4.4
35-44	M	77599	4724	82323		5.7
	F	73899	1029	74928		1.4
	Total	151498	5753	157251	22.3	3.7
45-54	M	68453	3035	71488		4.2
	F	64316	740	65056		1.1
	Total	132769	3775	136544	19.3	2.8
55-64	M	43543	1767	45310		3.9
	F	38595	448	39043		1.1
	Total	82138	2215	84353	11.9	2.6
65-74	M	31789	1644	33433		4.9
	F	26711	575	27286		2.1
	Total	58500	2219	60719	8.6	3.7
75-84 *	M	17276	2482	19758		12.6
	F	14102	1256	15358		8.2
	Total	31378	3738	35116	5.0	10.6
85> *	M	2926	2678	5604		47.8
	F	1618	1157	2775		41.7
	Total	4544	3835	8379	1.2	45.8
All Ages	M	351277	24261	375538		6.5
	F	324255	6719	330974		2.0
	Total	675532	30980	706512	100.0	4.4

*Active drivers include the annual average of drivers on file with a driver licence expiry date in the future. Suspended drivers refer to an annual average of drivers who are suspended.

The age groups 75-84 and 85> display a comparatively higher number of suspensions as drivers in these age groups typically represent drivers indefinitely suspended for medical reasons.

Comparison of Male and Female Suspended Drivers
/100 Licenced Drivers
2000



Total Licenced Drivers
by Year and Driver Status
1991 - 2000

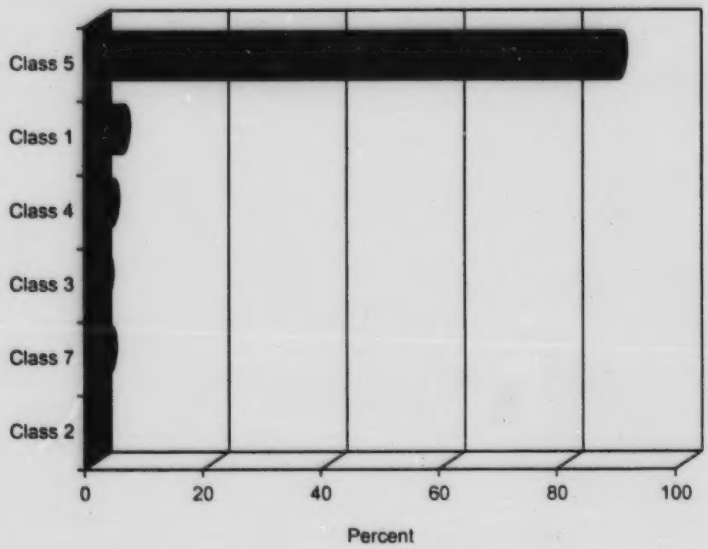
Licencing Year	Active Drivers	Suspended Drivers	Total Drivers
1991	642699	26899	669598
1992	645848	27112	672960
1993	646108	26829	672937
1994	648776	26883	675659
1995	652220	27922	680142
1996	655566	29232	684798
1997	658602	28627	687229
1998	663980	28961	692941
1999	672824	30027	702851
2000	675532	30980	706512

By Licence Class, Driver Status, and Sex
2000

Licence Class	Active Drivers				Suspended Drivers				Total	%
	Male	Female	S/Total	%	Male	Female	S/Total	%		
1.0	21407	1010	22417	3.3	705	17	722	2.3	23139	3.3
1.6[1]	7407	99	7506	1.1	132	0	132	0.4	7638	1.1
2.0	3709	1447	5156	0.8	94	11	105	0.3	5261	0.7
2.6[1]	1083	88	1171	0.2	11	1	12	-.-	1183	0.2
3.0	7751	272	8023	1.2	260	5	265	0.9	8288	1.2
3.6[1]	2288	23	2311	0.3	42	0	42	0.1	2353	0.3
4.0	10013	4111	14124	2.1	532	55	587	1.9	14711	2.1
4.6[1]	2548	173	2721	0.4	37	1	38	0.1	2759	0.4
5.0	260359	305346	565705	83.7	20094	6055	26149	84.5	591854	83.8
5.6[1]	29470	3737	33207	4.9	829	27	856	2.8	34063	4.8
6.0	11	4	15	-.-	4	0	4	-.-	19	-.-
7.0	5231	7945	13176	2.0	1521	547	2068	6.7	15244	2.1
Total	351277	324255	675532	100.0	24261	6719	30980	100.0	706512	100.0

[1] .6 refers to a motorcycle licence held in conjunction with another class of class.

Distribution of Total Drivers
by Licence Class[1]
2000



[1] Licence Class .6 motorcycle designation included with whole number.

Class Licence System Quick Reference Chart

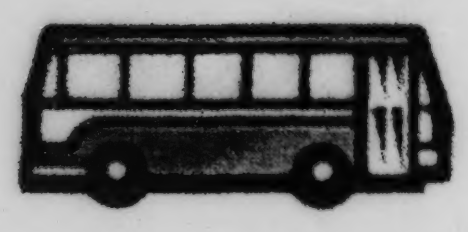
Licence Class	Description
1	Class 1 licence permits the holder to operate all motor vehicles (except motorcycles) or combination of vehicles, semi-trailers, trucks, buses, etc., including all vehicles in Classes 2, 3, 4, and 5.
2	Class 2 licence permits the holder to operate all vehicles except vehicles in Class 1 and 6.
3	Class 3 licence permits the holder to operate all motor vehicles except vehicles in Classes 1, 2, and 6.
4	Class 4 licence permits the holder to operate all motor vehicles except vehicles in Classes 1, 2, 3, and 6.
5	Class 5 licence permits the holder to operate a Class 5 motor vehicle and a Class 3 motor vehicle if it is registered as a farm truck.
6	Class 6 licence permits the holder to operate a motorcycle. Operation of vehicles in Classes 1 to 5 are prohibited, unless the Class 6 licence is held in conjunction with Class 1, 2, 3, 4 or 5 licence.
7	Class 7 licence permits the holder to drive as a learner within Classes 1 to 5, if shown on the licence, and accompanied by a licenced driver with at least 24 months driving experience in that class of vehicle. Class 7 licence may be used in conjunction with a valid motorcycle instruction permit.

Vehicle Classification Quick Reference Chart

Vehicle Class	Description
1	Semi-trailer trucks.
2	Buses having a seating capacity of over 24 passengers, while carrying passengers, and school buses having a seating capacity of over 36 passengers, while carrying passengers.
3	Trucks with more than two axles, including any combination of vehicles, or trucks with not more than two axles towing a vehicle with a registered gross vehicle weight (GVW) of more than 4,540 kg. but does not include a semi-trailer truck.
4	Taxis, ambulances, and any other emergency vehicles and buses having a seating capacity between 10 and 24 passengers, while carrying passengers, or school buses having a seating capacity between 10 and 36 passengers, while carrying passengers.
5	Passenger cars, a bus while not carrying passengers, a truck with not more than two axles, and any combination of vehicles consisting of a truck with not more than two axles and a towed vehicle with a registered gross vehicle weight (GVW) of not more than 4,540 kg.
6	Motorcycles.

Section 3

Vehicle Registrations



By Non-Commercial Vehicle Class
2000

Vehicle Class[1]	Net Total	%
Passenger	502987	67.6
Antique	68	-. -
Motorcycle/Moped	5217	0.7
Truck	115740	15.6
Farm Truck	46726	6.3
Snow Vehicle	25	-. -
Trailer	73334	9.8
Tractor (Other than Farm-type)	73	-. -
Total Vehicles Registered	744170	100.0
Off-Road Vehicles (*The Off-Road Vehicles Act*)		
Total ORV Registered	29291	

By Commercial Vehicle Class
2000

Vehicle Class[1]	Net Total	%
Commercial Truck	16196	28.5
Public Service Vehicle Truck	3776	6.6
Dealer and Repairer	4814	8.5
Taxi/Livery	833	1.5
Public Service Vehicle Bus	71	0.1
Commercial Trailer	31134	54.8
Public Service Vehicle Trailer	30	-. -
Total Vehicles Registered	56854	100.0

[1]For definition of these motor vehicle classes refer to the glossary.

The vehicle registration figures for 2000 cannot be compared with figures appearing before 1996 since the reporting threshold excludes lapsed, cancelled, and suspended vehicle registrations and includes transfers and short term policies.

The method of counting motorcycle registrations takes into account Transport Canada's observation that a motorcycle is not used for the full year. Accordingly, each motorcycle registration has been counted as 0.5.

Five Year Summary
1996 – 2000

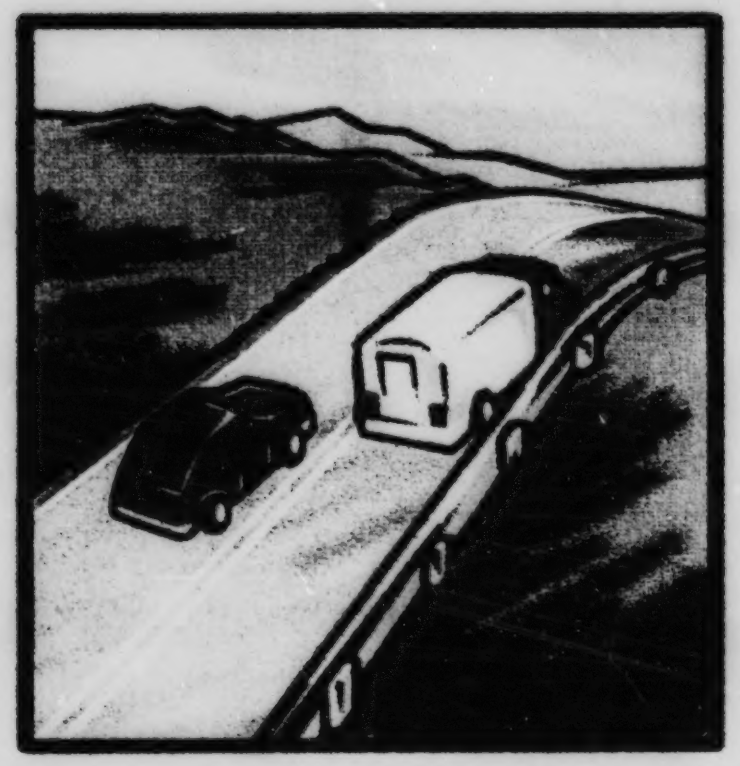
Registration Class	1996	1997	1998	1999	2000	% Change 1996-2000
Non-Commercial Vehicle Class						
Passenger	491,518	492,729	488,974	496,295	502,987	2.3
Antique	32	37	54	58	68	112.5
Motorcycle/Moped	4,431	4,435	5,128	4,893	5,217	17.7
Truck	105,914	110,381	113,777	116,054	115,740	9.3
Farm Truck	51,220	51,041	48,725	47,912	46,726	-8.8
Snow Vehicle	28	29	26	27	25	-10.7
Trailer	68,930	70,535	69,491	72,175	73,334	6.4
Tractor (non-farm)	75	85	84	78	73	-2.7
Subtotal	722,148	729,272	726,259	737,492	744,170	3.0
Commercial Vehicle Class						
Truck	15,020	15,588	16,002	16,249	16,196	7.8
PSV – Truck	2,544	2,964	3,289	3,646	3,776	48.4
Dealer/Repairer	3,634	3,977	4,142	4,538	4,814	32.5
Taxi/Livery	843	1,077	803	763	833	-1.2
PSV-Bus	23	20	19	64	71	208.7
Trailers[1]	27,893	29,383	25,628	29,062	31,134	11.6
PSV-Trailers	12	14	23	26	30	150.0
Subtotal	49,969	53,023	49,906	54,348	56,854	13.8
Total Registrations	**772,117**	**782,295**	**776,165**	**791840**	**801,024**	**3.7**
Off-Road Vehicles						
Total	25,810	24,823	24,214	25,170	29,291	13.5

[1]Commercial trailers including semi-trailers.

Numbers for each of these years cannot be compared with figures appearing in earlier annual reports since they exclude lapsed, cancelled, and suspended vehicle registrations. Five-year reporting is provided since it was not possible to compute the number of lapsed, cancelled, and suspended vehicle registrations before 1996.

Section 4

Traffic Collisions



Ten Year Summary
1991 – 2000

	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
Total Collisions	38545	30383	29435	29744	32398	29089	27133	27124	28667	30973
Fatal	107	106	106	98	108	79	101	109	99	92
Injury	10689	11245	10906	9706	8783	7509	6698	6879	6959	6931
P. Damage	27749	19032	18423	19940	23507	21501	20334	20136	21609	23950
Total Victims	15369	16222	15751	13951	12266	10560	9267	9652	9810	9596
Killed	119	118	134	119	128	93	119	121	113	111
Injured	15250	16104	15617	13832	12138	10467	9148	9531	9697	9485
Total Vehicles Involved	66565	52741	51362	51099	55392	49712	45959	46005	48457	52810
Fatal	153	164	161	161	188	115	147	170	157	140
Injury	19992	21081	20573	18140	16120	13428	11955	12371	12543	12362
P. Damage	46420	31496	30628	32798	39084	36169	33857	33464	35757	40308
Total Drivers Involved	59965	48343	47260	46651	50319	46020	42324	42578	44862	48859
Fatal	145	152	150	152	171	110	142	164	151	136
Injury	19186	20344	19852	17421	15530	12891	11487	11908	12096	11943
P. Damage	40634	27847	27258	29078	34618	33019	30695	30506	32615	36780

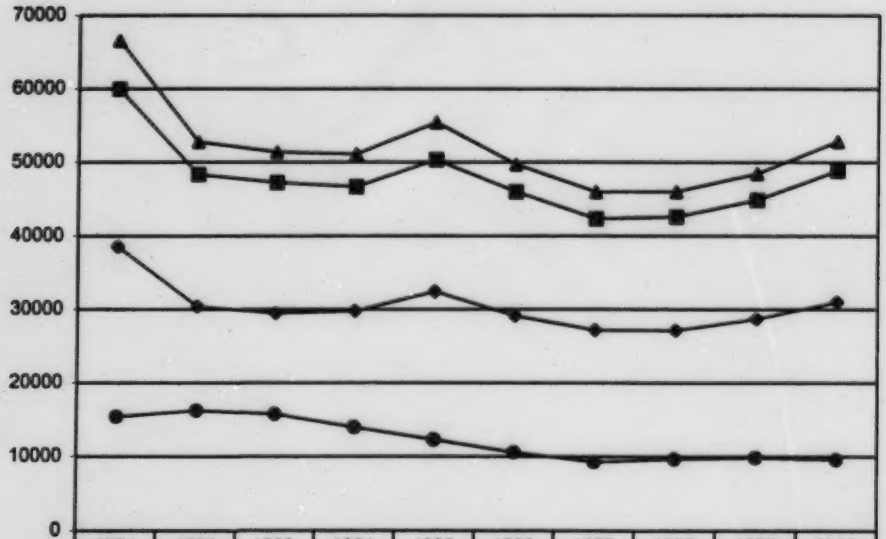
In 2000 there were 30,973 reportable traffic accidents. However, the number of fatal collisions decreased by 7.1% from 99 in 1999 to 92 in 2000. Injury collisions decreased by 0.4% from 6,959 in 1999 to 6,931 in 2000. Property damage collisions increased by 10.8% from 21,609 in 1999 to 23,950 in 2000.

The overall number of collision victims decreased by 2.2% from 9,810 in 1999 to 9,596 in 2000. The number of victims killed decreased by 1.8% from 113 in 1999 to 111 in 2000. The number of victims injured decreased by 2.2% from 9,697 in 1999 to 9,485 in 2000.

There were a total of 52,810 vehicles involved in traffic collisions in 2000, 9.0% more than the 48,457 recorded in 1999. The number of vehicles involved in fatal traffic accidents decreased by 10.8% from 157 in 1999 to 140 in 2000. The number of vehicles involved in injury collisions decreased by 1.4% from 12,543 in 1999 to 12,362 in 2000. Property damage vehicle involvement increased by 12.7% from 35,757 in 1999 to 40,308 in 2000.

The overall number of drivers involved in traffic collisions in 2000 increased by 8.9% from 44,862 in 1999 to 48,859 in 2000. The number of drivers involved in fatal collisions decreased by 9.9% from 151 in 1999 to 136 in 2000. Drivers involved in injury collisions decreased by 1.3% from 12,096 in 1999 to 11,943 in 2000. Drivers involved in property damage collisions rose from 32,615 in 1999 to 36,780 in 2000, a 12.8% increase.

Ten Year Summary
1991 – 2000



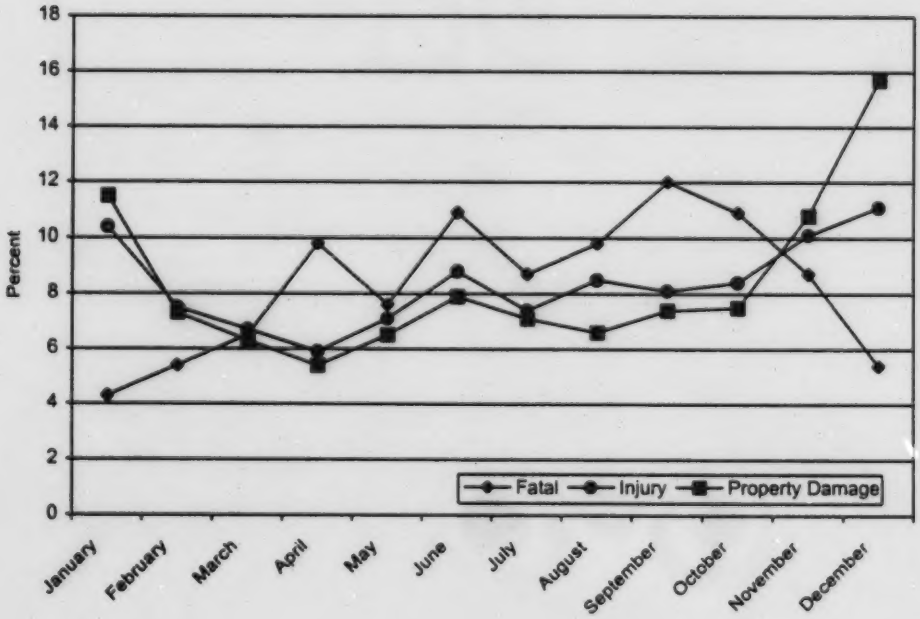
	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
Collisions	38545	30383	29435	29744	32398	29089	27133	27124	28667	30973
Victims	15369	16222	15751	13951	12266	10560	9267	9652	9810	9596
Vehicles	66565	52741	51362	51099	55392	49712	45959	46005	48457	52810
Drivers	59965	48343	47260	46651	50319	46020	42324	42578	44862	48859

By Month of Occurrence and Collision Type
2000

Month	Collision Type			Total	%
	Fatal	Injury	P. Damage		
January	4	719	2746	3469	11.2
February	5	519	1749	2273	7.4
March	6	462	1513	1981	6.4
April	9	412	1293	1714	5.5
May	7	492	1575	2074	6.7
June	10	608	1901	2519	8.1
July	8	510	1690	2208	7.1
August	9	594	1586	2189	7.1
September	11	564	1767	2342	7.6
October	10	583	1793	2386	7.7
November	8	700	2582	3290	10.6
December	5	768	3755	4528	14.6
Total	92	6931	23950	30973	100.0

January, November, and December accounted for 36.4% of the total collisions occurring in 2000. September (11) had the highest number of fatal collisions followed by June and October (10 each). December (768) had the highest number of injury collisions followed by January (719). December (3755) had the highest number of property damage collisions followed by January (2746).

Comparison of Fatal, Injury, and Property Damage Collisions
by Month of Occurrence
2000

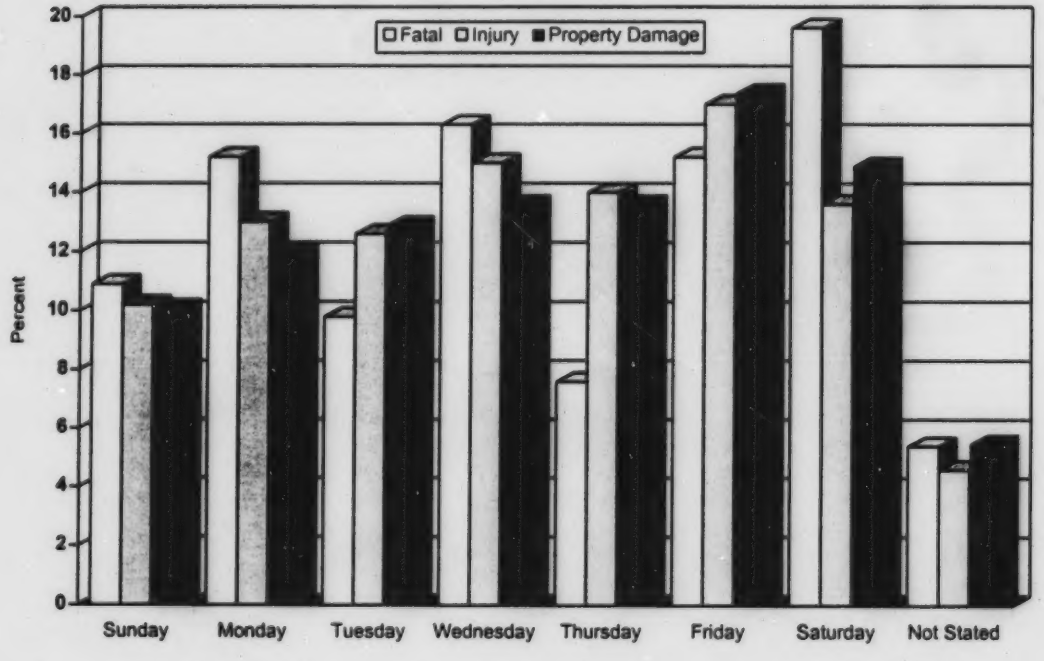


By Day of Occurrence and Collision Type
2000

Day	Collision Type			Total	%
	Fatal	Injury	P. Damage		
Sunday	10	703	2422	3135	10.1
Monday	14	900	2861	3775	12.2
Tuesday	9	876	3090	3975	12.8
Wednesday	15	1040	3257	4312	14.0
Thursday	7	968	3265	4240	13.7
Friday	14	1181	4168	5363	17.3
Saturday	18	944	3567	4529	14.6
Not Stated	5	319	1320	1644	5.3
Total	92	6931	23950	30973	100.0

Overall, more accidents occurred on Friday (17.3%) than on any other day of the week. Collisions that resulted in deaths occurred more frequently on Wednesdays and Saturdays (35.9%), while fewest fatal collisions took place on Thursdays, at 7.6%. Injury collisions happened most often on Fridays and Wednesdays (17.0% and 15.0%), while these crashes occurred least often on Sundays, at 10.2%.

Comparison of Fatal, Injury, and Property Damage Collisions
by Day of Occurrence
2000

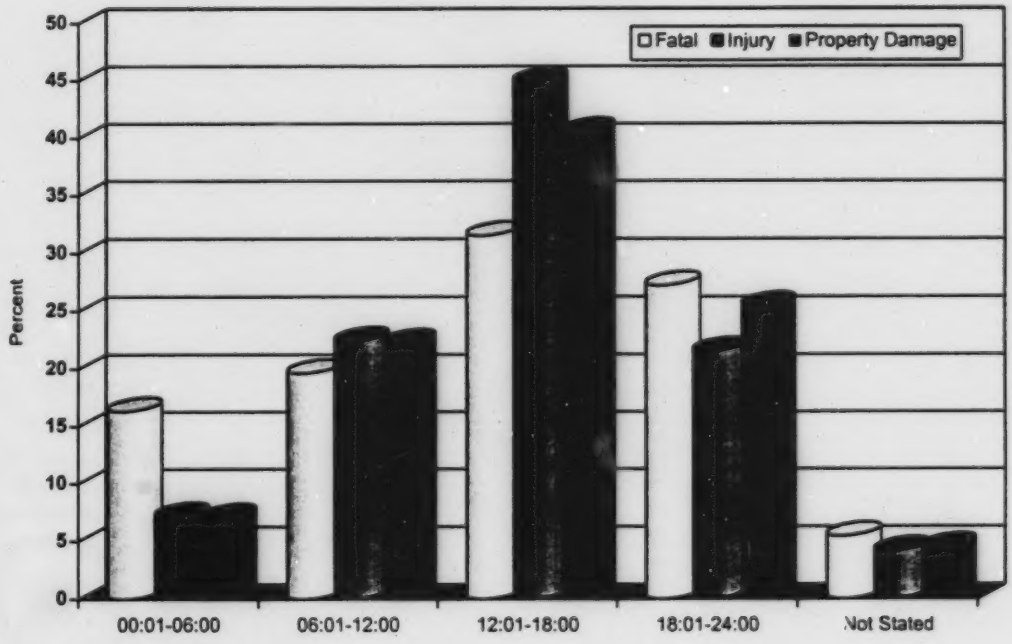


By Time of Occurrence and Collision Type
2000

Time	Collision Type			Total	%
	Fatal	Injury	P. Damage		
00:01 - 06:00	15	492	1702	2209	7.1
06:01 -12:00	18	1551	5337	6906	22.3
12:01 - 18:00	29	3109	9710	12848	41.5
18:01 - 24:00	25	1494	6115	7634	24.7
Not Stated	5	285	1086	1376	4.4
Total	92	6931	23950	30973	100.0

Overall, the highest incidence of traffic collisions (41.5%) occurred within the time period 12:01 - 18:00 hours. The proportion was 24.7% for the 18:01-24:00 time period and 22.3% for the 06:01-12:00 time period. The 12:01 – 18:00 time period accounted for 31.5% of the fatal collisions. Collisions that resulted in fatalities occurred least frequently during the period from 00:01 to 06:00. Almost half (44.9%) of all injury-producing collisions took place between 12:01 p.m. and 18:00.

Comparison of Total Traffic Collisions
by Time of Occurrence and Collision Type
2000



By Collision Type and Urban/Rural Location
2000

Collision Type	Location												%
	Urban				Rural				Provincial Total				
	Fatal	Injury	P. Damage	Total	Fatal	Injury	P. Damage	Total	Fatal	Injury	P. Damage	Total	
Pedestrian	7	440	13	460	7	22	2	31	14	462	15	491	1.6
Motor Vehicle	5	4388	16978	21371	32	447	887	1366	37	4835	17865	22737	73.4
Train	0	4	6	10	1	2	3	6	1	6	9	16	0.1
Motorcycle	2	67	26	95	2	30	6	38	4	97	32	133	0.4
Bicycle	0	243	13	256	0	2	0	2	0	245	13	258	0.8
Animal	0	9	148	157	0	139	2525	2664	0	148	2673	2821	9.1
Fixed Object	4	265	1577	1846	5	77	257	339	9	342	1834	2185	7.1
Other Object	0	14	85	99	2	20	74	96	2	34	159	195	0.6
Overturned	0	14	16	30	1	62	62	125	1	76	78	155	0.5
Ran Off Roadway	0	64	169	233	24	611	921	1556	24	675	1090	1789	5.8
Other Non Collision	0	7	54	61	0	4	128	132	0	11	182	193	0.6
Total	18	5515	19085	24618	74	1416	4865	6355	92	6931	23950	30973	100.0

In urban areas, the primary collision type was "motor vehicle to motor vehicle" which accounted for 86.8% of the total reportable collisions while in rural areas the primary collision type was "motor vehicle to animal" at 41.9 percent.

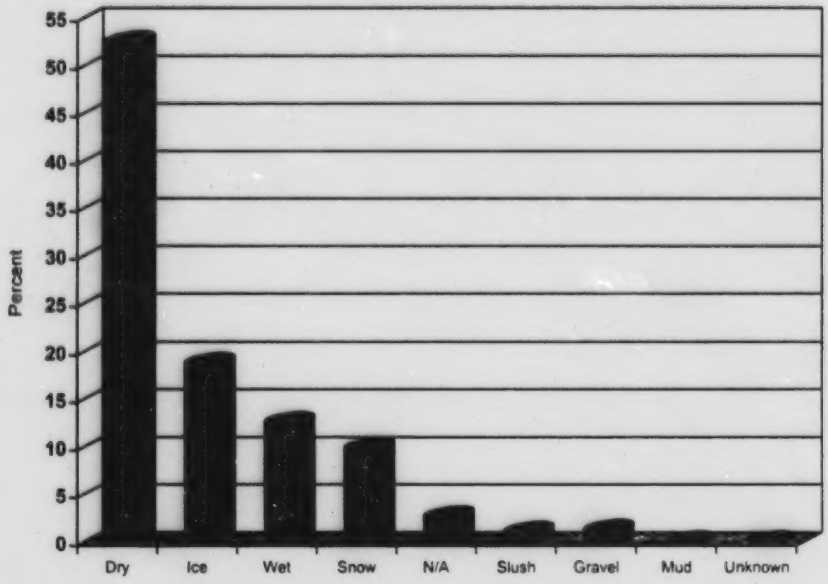
Fatal collisions occurred four times as often on rural roadways than in urban areas. In urban areas, "pedestrian" and "motor vehicle" were the primary fatal collision types, whereas in rural areas, "motor vehicle", "ran off roadway" and pedestrian" were the most frequently identified fatal collision types.

By Road Surface Condition and Collision Type
2000

Road Surface Condition	Collision Type			Total	%
	Fatal	Injury	P. Damage		
Dry	70	3841	12367	16278	52.6
Wet	7	1051	2868	3926	12.7
Mud	0	10	53	63	0.2
Snow	4	534	2566	3104	10.0
Ice	10	1126	4711	5847	18.9
Slush	0	98	291	389	1.2
Loose Sand/Gravel/Dirt	0	137	294	431	1.4
Fresh Oil	0	1	1	2	-.-
Not Applicable	1	132	746	879	2.8
Other	0	0	3	3	-.-
Unknown	0	1	50	51	0.2
Total	92	6931	23950	30973	100.0

Of the total traffic collisions, 52.6% occurred under "dry" road surface conditions. Ice, wet and snow-covered road surfaces accounted for 22.8% of fatal collisions, 39.1% of injury collisions, and 42.4% of property damage collisions.

Distribution of Total Collisions
by Road Surface Condition
2000

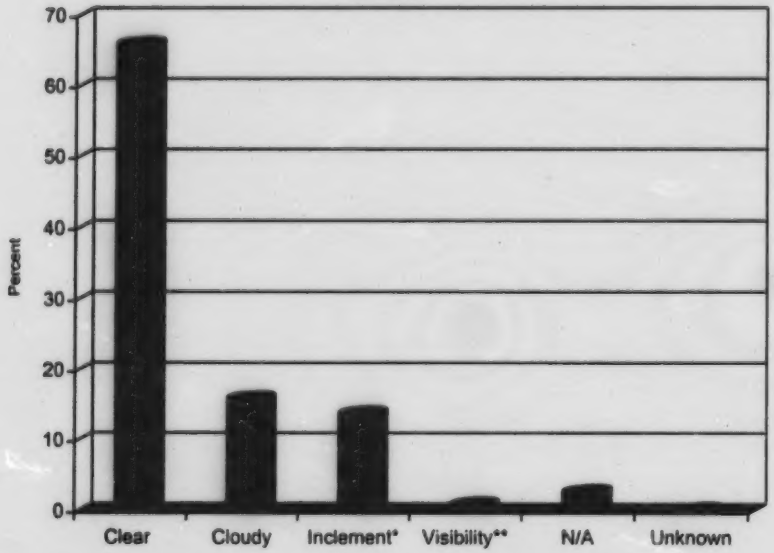


By Weather Condition and Collision Type
2000

Weather Condition	Collision Type			Total	%
	Fatal	Injury	P. Damage		
Clear	62	4561	15810	20433	66.0
Cloudy	13	1143	3815	4971	16.0
Raining	3	562	1497	2062	6.7
Snowing	2	345	1460	1807	5.8
Fog or Mist	3	55	235	293	0.9
Smoke or Dust	1	9	10	20	0.1
Freezing Rain/Sleet/Hail	0	29	59	88	0.3
Drifting Snow	3	53	152	208	0.7
Strong Winds	1	31	88	120	0.4
Not Applicable	3	136	747	886	2.8
Unknown	1	7	77	85	0.3
Other	0	0	0	0	0.0
Total	92	6931	23950	30973	100.0

"Clear" weather conditions accounted for 66.0% of total traffic collisions and 67.4% of fatal traffic collisions. "Cloudy", "raining", and "snowing" accounted for 19.6% of fatal collisions, 29.6% of injury collisions, and 28.3% of property damage collisions.

Distribution of Total Collisions
by Weather Condition
2000



*Inclement weather includes raining, snowing, freezing rain/sleet/hail, drifting snow and strong winds. **Visibility weather conditions include fog/mist and smoke/dust.

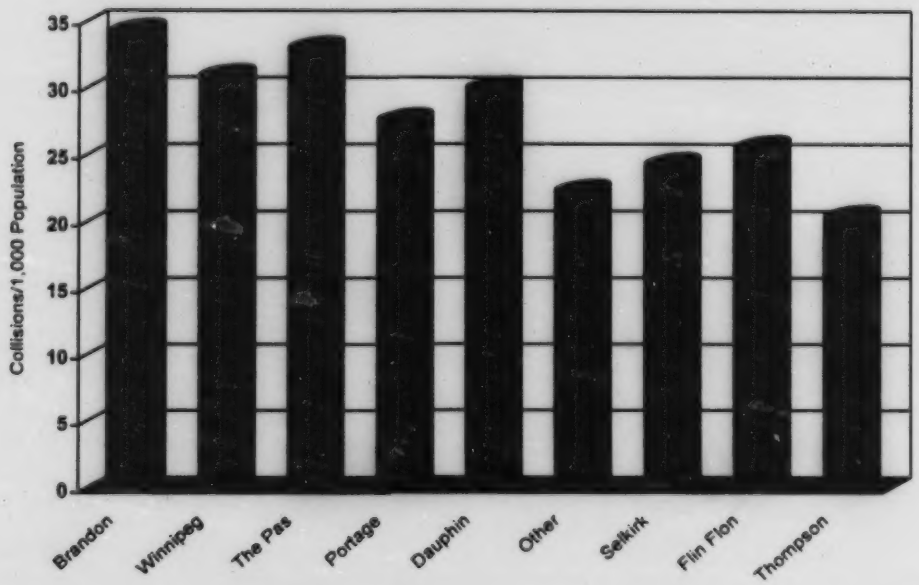
By Provincial Location and Collision Type 2000

Location	Collision Type			Total	%	Collisions /1,000 Population[1]
	Fatal	Injury	P. Damage			
Winnipeg	15	4718	14461	19194	62.0	31.0
Brandon	0	229	1120	1349	4.3	34.4
Portage la Prairie	1	56	305	362	1.2	27.7
Flin Flon	0	12	157	169	0.5	25.7
Dauphin	0	38	211	249	0.8	30.1
Thompson	0	36	259	295	1.0	20.5
The Pas	0	23	174	197	0.6	33.1
Selkirk	0	47	194	241	0.8	24.4
Other - Urban	2	356	2204	2562	8.3	22.4
Other - Rural	74	1416	4865	6355	20.5	
Total	92	6931	23950	30973	100.0	27.8

[1]Based on 1996 rounded-up census statistics from Statistics Canada.

Of the total traffic collisions, 62.0% occurred within the City of Winnipeg, while 20.5% of the total collisions occurred in rural areas. However, rural roadway collisions accounted for 80.4% of total fatal collisions.

Distribution of Total Collisions by Provincial Location /1,000 Population 2000



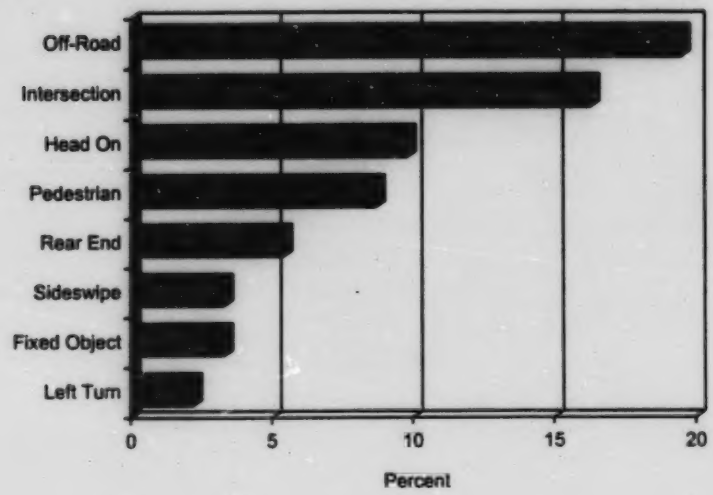
By Accident Configuration and Collision Type
2000

Configuration	Collision Type			Total	%
	Fatal	Injury	P. Damage		
Rear End	5	2179	4595	6779	21.9
Head On	9	100	186	295	0.9
Side Swipe	3	63	344	410	1.3
Side Swipe	0	135	1335	1470	4.8
Overtaking	1	81	425	507	1.6
Right Turn	0	31	132	163	0.5
Right Turn	0	24	92	116	0.4
Left Turn	2	86	263	351	1.1
Left Turn	0	43	200	243	0.8
Left Turn	0	381	972	1353	4.4
Intersection 90°	15	1264	3069	4348	14.0
Off-Road Right	11	382	655	1048	3.4
Off-Road Left	7	306	437	750	2.4
Fixed Object	3	198	1151	1352	4.4
Parking	0	19	908	927	3.0
Pedestrian	8	399	16	423	1.4
Other[1]	28	1240	9170	10438	33.7
Total	92	6931	23950	30973	100.0

[1] Accidents with two or more vehicles involved or more than one collision configuration.

"Rear-end", "90° intersection" and "side-swipe" configurations accounted for 42.0% of total traffic collisions. "Off-road", "90° intersection", and "head on" configurations accounted for 45.7% of total fatal traffic collisions.

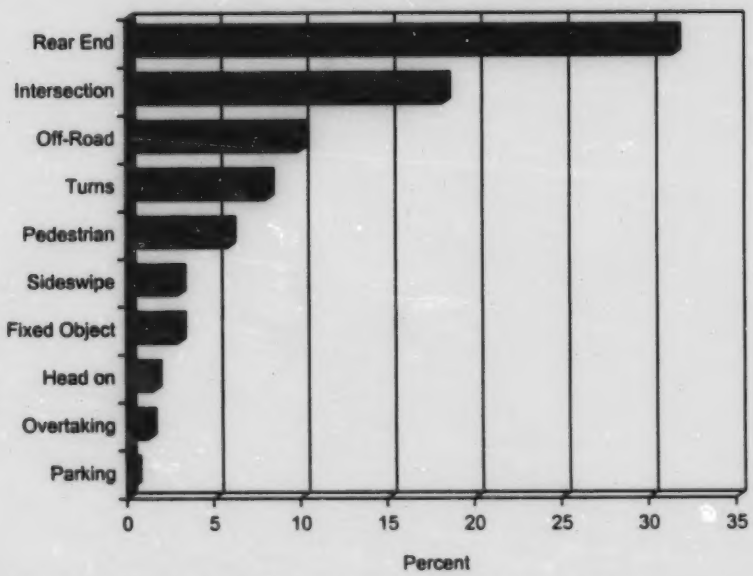
Distribution of Fatal Collisions by Accident Configuration 2000



Other category excluded since this configuration usually describes collisions involving more than two vehicles or more than one collision configuration.

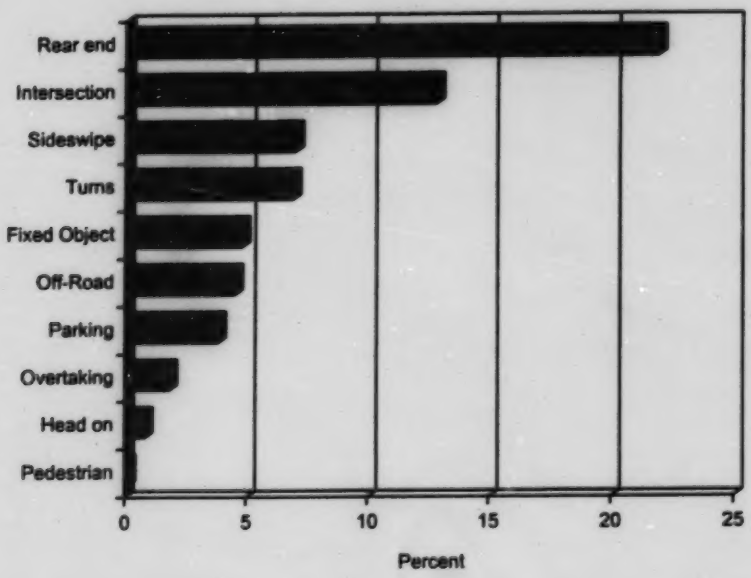
Of all fatal collisions, 35.8% occurred in "off-road" and "Intersection 90^0" configurations. "Off-road" configurations are collisions where a single vehicle entered right ditch or a single vehicle crossed the road and entered the ditch.

Distribution of Injury Collisions by Accident Configuration 2000



"Rear-end" and "intersection" configurations account for 49.6% of injury collisions.

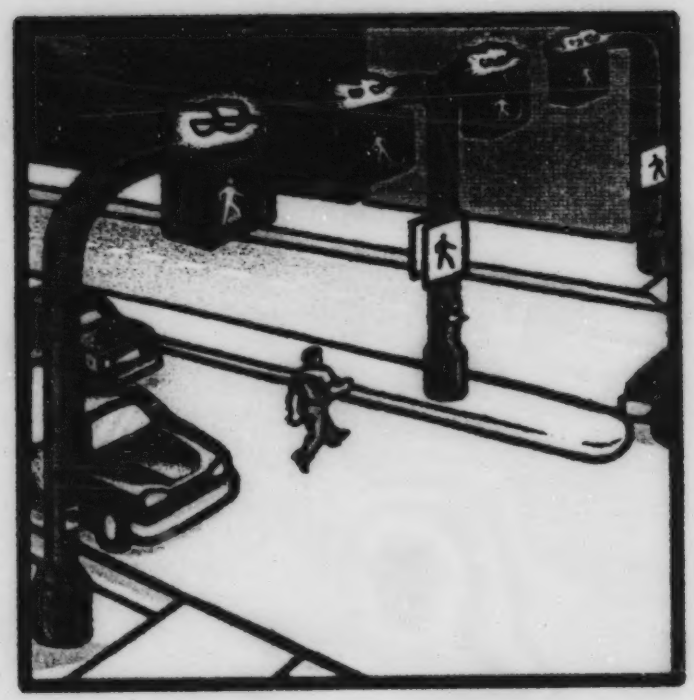
Distribution of Property Damage Collisions by Accident Configuration
2000



"Rear-end" and "intersection" configurations account for 32.0% of property damage collisions.

Section 5

Collision Victims



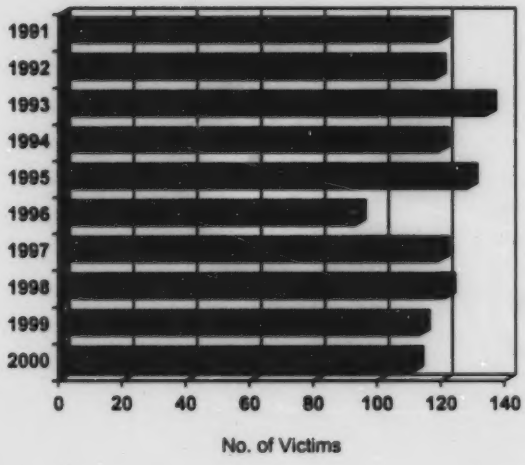
Ten Year Summary
1991 – 2000

Year	Injury Type		Total
	Killed	Injured	
1991	119	15250	15369
1992	118	16104	16222
1993	134	15617	15751
1994	119	13832	13951
1995	128	12138	12266
1996	93	10467	10560
1997	119	9148	9267
1998	121	9531	9652
1999	113	9697	9810
2000	111	9485	9596

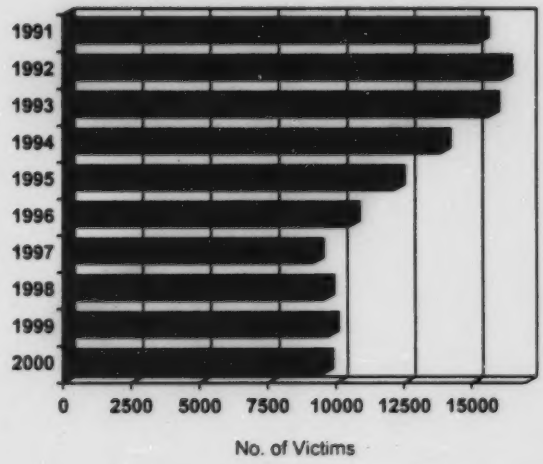
The total number of people killed and injured in traffic collisions decreased by 2.2% between 1999 and 2000 (9810 to 9596). The latter total was 37.6% below the number reached in 1991 (15369). The number killed in 2000 (111) was the second lowest figure in the 10-year period under review. The number of injured victims dropped by 2.2% between 1999 and 2000 (9697 to 9485). That number was 37.8% below the level of 15250 injured victims recorded for 1991.

Comparison of Collision Victims
Ten Year Summary
1991 – 2000

Killed



Injured

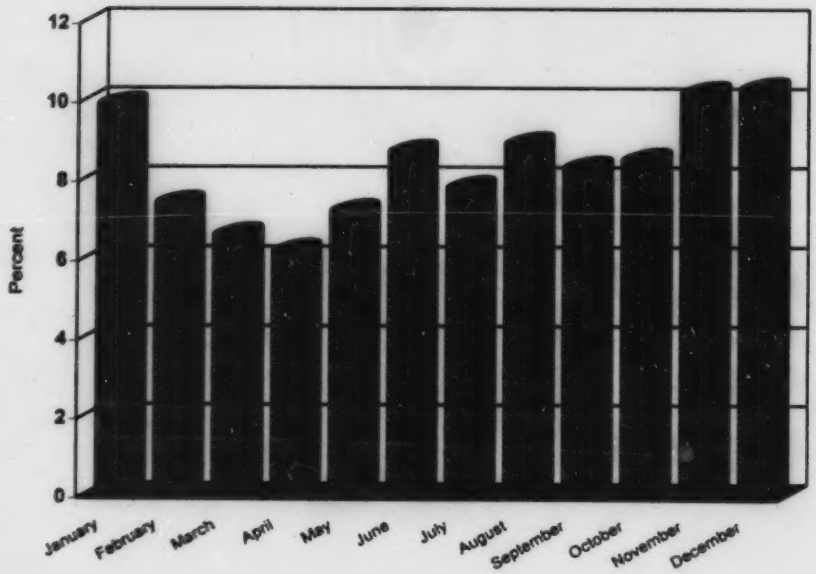


By Month of Occurrence and Injury Type
2000

Month	Injury Type		Total	%
	Killed	Injured		
January	4	947	951	9.9
February	8	701	709	7.4
March	6	631	637	6.6
April	9	582	591	6.2
May	9	682	691	7.2
June	10	828	838	8.7
July	12	737	749	7.8
August	11	841	852	8.9
September	13	787	800	8.3
October	13	801	814	8.5
November	10	969	979	10.2
December	6	979	985	10.3
Total	111	9485	9596	100.0

September and October (13 each) had the highest number of victims killed in traffic accidents followed by July (12) and August (11). December (979) had the highest number of victims injured, while April (582) had the fewest.

Distribution of Total Collision Victims
By Month of Occurrence
2000

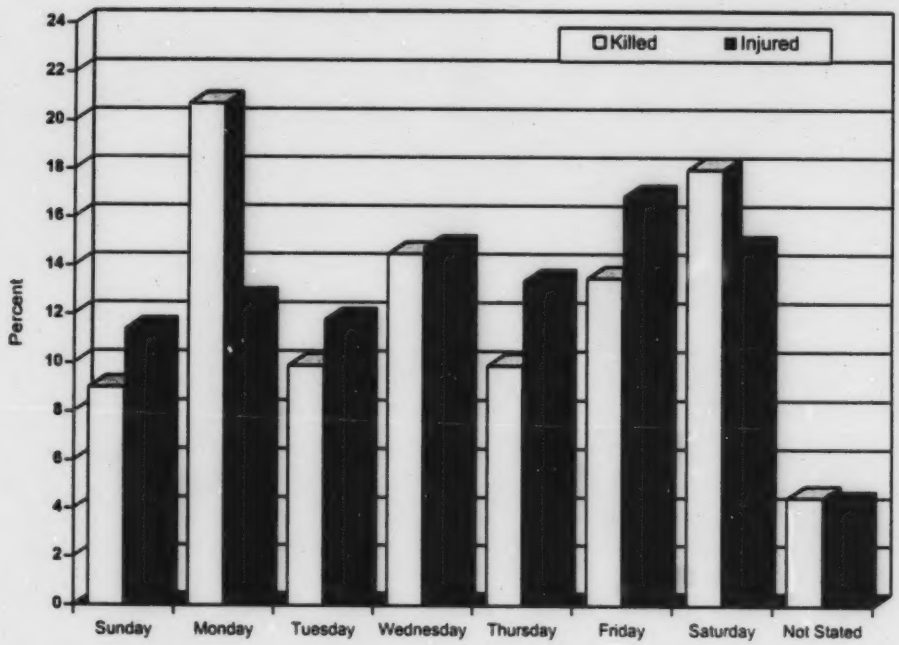


By Day of Occurrence and Injury Type
2000

Day	Injury Type		Total	%
	Killed	Injured		
Sunday	10	1078	1088	11.3
Monday	23	1200	1223	12.7
Tuesday	11	1119	1130	11.8
Wednesday	16	1400	1416	14.8
Thursday	11	1269	1280	13.3
Friday	15	1601	1616	16.9
Saturday	20	1409	1429	14.9
Not Stated	5	409	414	4.3
Total	111	9485	9596	100.0

Fatalities peaked on Monday when 20.7% (23) were killed and were at their lowest on Sunday. Injuries happened most often on Fridays and Saturdays (16.9% and 14.8% respectively), and least often on Sunday, at 11.4%.

Comparison of Collision Victims
by Injury Type and Day of Occurrence
2000

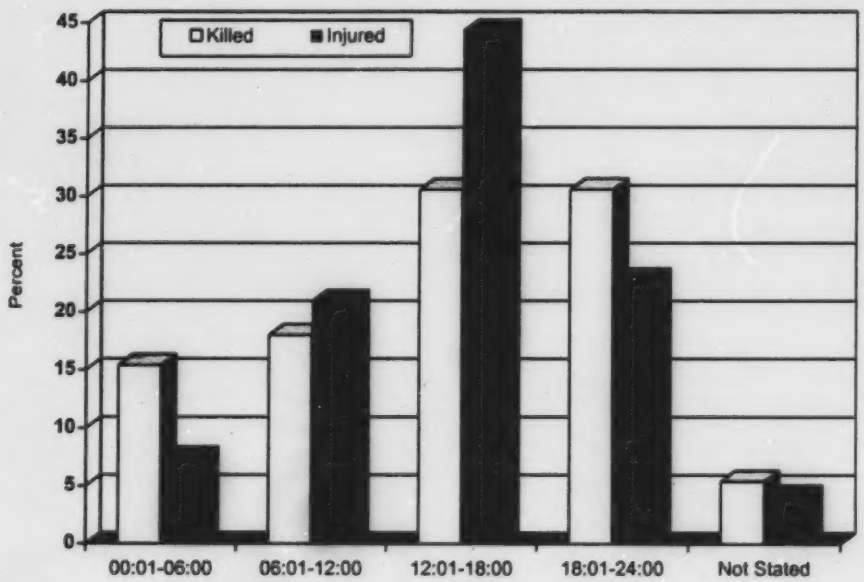


By Time of Occurrence and Injury Type
2000

Time	Injury Type		Total	%
	Killed	Injured		
00:01 - 06:00	17	714	731	7.6
06:01 - 12:00	20	1990	2010	20.9
12:01 - 18:00	34	4214	4248	44.3
18:01 - 24:00	34	2169	2203	23.0
Not Stated	6	398	404	4.2
Total	111	9485	9596	100.0

The highest incidence of casualties (44.3%) occurred with the time frame of 12:01 – 18:00 hours. The time periods 12:01 – 18:00 and 18:01 – 24:00 hours each accounted for 30.6% (34) of the collision victims killed.

Comparison of Collision Victims
by Injury Type and Time of Occurrence
2000

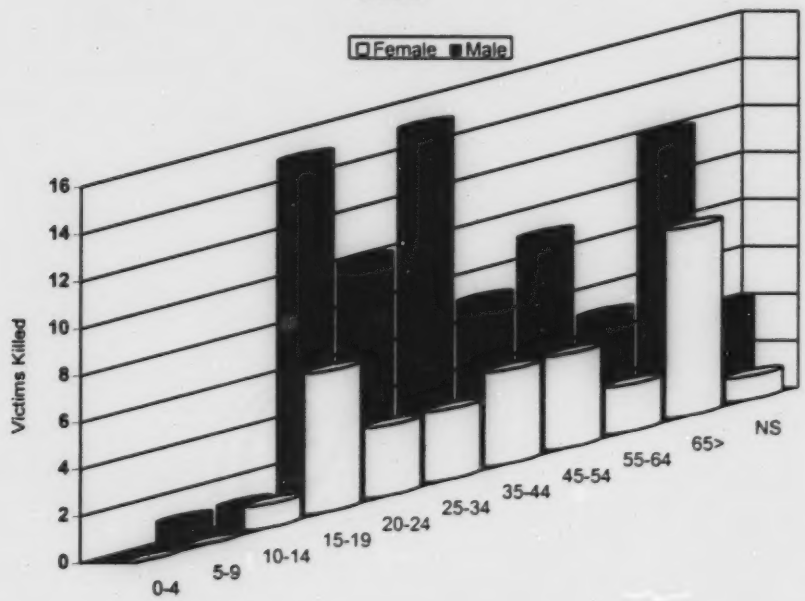


By Age Group, Injury Type, and Sex
2000

Age Group	Injury Type								Grand Total	Victims /1,000 Population[1]
	Killed				Injured					
	Male	Female	N.S.[2]	Total	Male	Female	N.S.[2]	Total		
0-4	0	0	0	0	70	74	0	144	144	1.8
5-9	1	0	0	1	114	111	0	225	226	2.7
10-14	1	1	0	2	143	158	0	301	303	3.7
15-19	15	6	0	21	584	691	0	1275	1296	16.7
20-24	10	3	0	13	527	589	0	1116	1129	14.8
25-34	15	3	0	18	685	839	0	1524	1542	9.4
35-44	7	4	0	11	653	801	0	1454	1465	8.4
45-54	9	4	0	13	465	623	0	1088	1101	8.3
55-64	5	2	0	7	229	305	0	534	541	6.0
65 >	12	8	0	20	251	301	0	552	572	3.8
N.S.[2]	4	1	0	5	619	652	1	1272	1277	-.-
Total	79	32	0	111	4340	5144	1	9485	9596	8.6

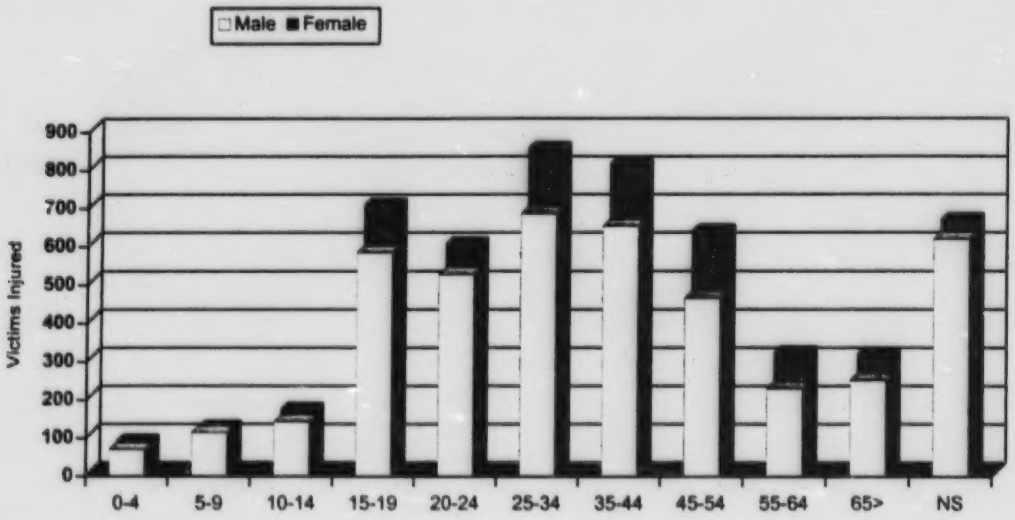
[1]Based on 1996 rounded-up census statistics from Statistics Canada.
[2]Not stated.

Comparison of Collision Victims Killed by Age Group and Sex 2000



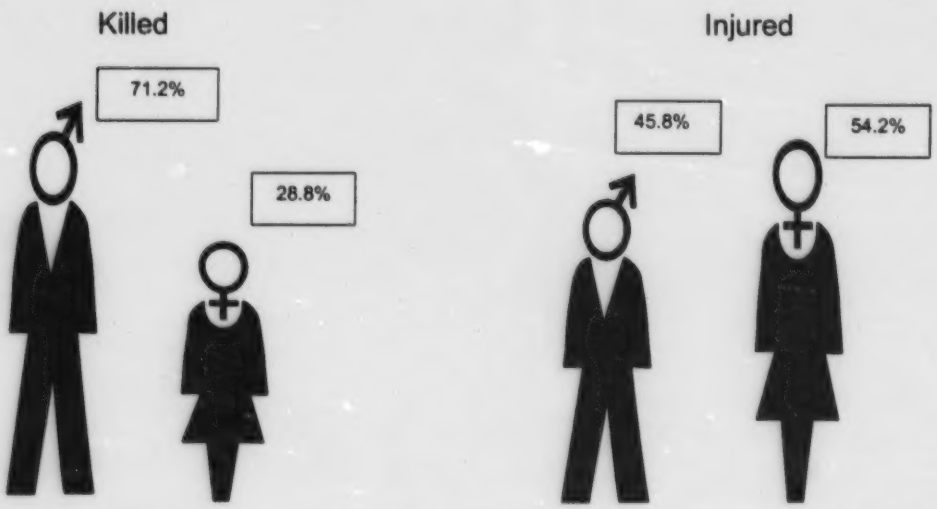
Male victims made up 71.2% (79) of all fatally injured victims, while females made up 28.8% (32). Of the total number of fatally injured males, the 15-19 and 25-34 age groups (15 or 19.0% each) incurred the largest number of fatalities. Among females, the age groups with the highest number killed were those 65 years or older (8 or 25.0%) and 15-19 (6 or 18.7%).

Comparison of Collision Victims Injured by Age Group and Sex 2000



The number of female victims injured in all age groups is greater than for male victims except for the age group 5-9 years of age. Of all injured victims, 54.2% were female and 45.8% were male.

Comparison of Total Collision Victims by Injury Type and Sex 2000



Males are two-and-a-half times as likely to be fatally injured in collisions than are females.

Total Collision Victims Killed by Road User Class and Age Group 2000

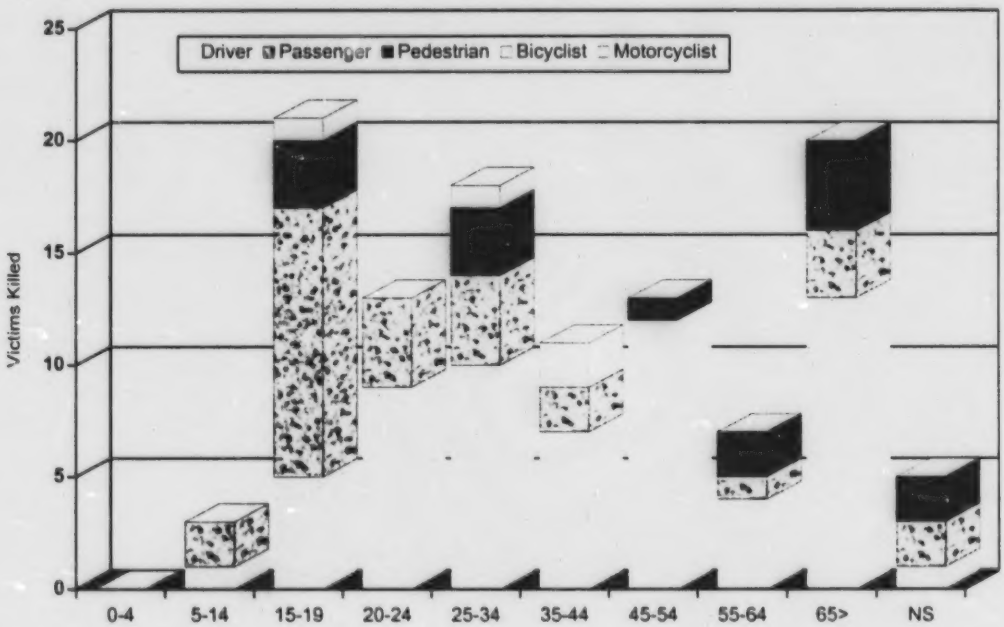
Road User Class	Age Group										Total	%
	0-4	5-14	15-19	20-24	25-34	35-44	45-54	55-64	65>	NS[1]		
Driver	0	1	5	9	10	7	12	4	13	1	62	55.9
Passenger	0	2	12	4	4	2	0	1	3	2	30	27.0
Pedestrian	0	0	3	0	3	0	1	2	4	2	15	13.5
Bicyclist	0	0	0	0	0	0	0	0	0	0	0	0.0
Motorcyclist[2]	0	0	1	0	1	2	0	0	0	0	4	3.6
Total	0	3	21	13	18	11	13	7	20	5	111	100.0

[1]NS means not stated. [2]Includes passengers.

Motor vehicle drivers accounted for 55.9% of the persons killed in traffic collisions, while passengers accounted for 27.0%. Pedestrians comprised the third largest group of road users killed (13.5%), followed by motorcyclists (3.6%).

The 15-19 age group accounted for 18.9% of fatally injured road users, followed by the 65 years and older age group at 18.0%. Among road users in the 15-19 year old category, drivers and passengers were the two road-user classes that were most often killed at 81.0%. Among persons aged 65 years or older who were killed in traffic collisions, motor vehicle drivers were most often killed (65.0%), followed by pedestrians at 20.0%.

Comparison of Collision Victims Killed by Road User Class and Age Group 2000



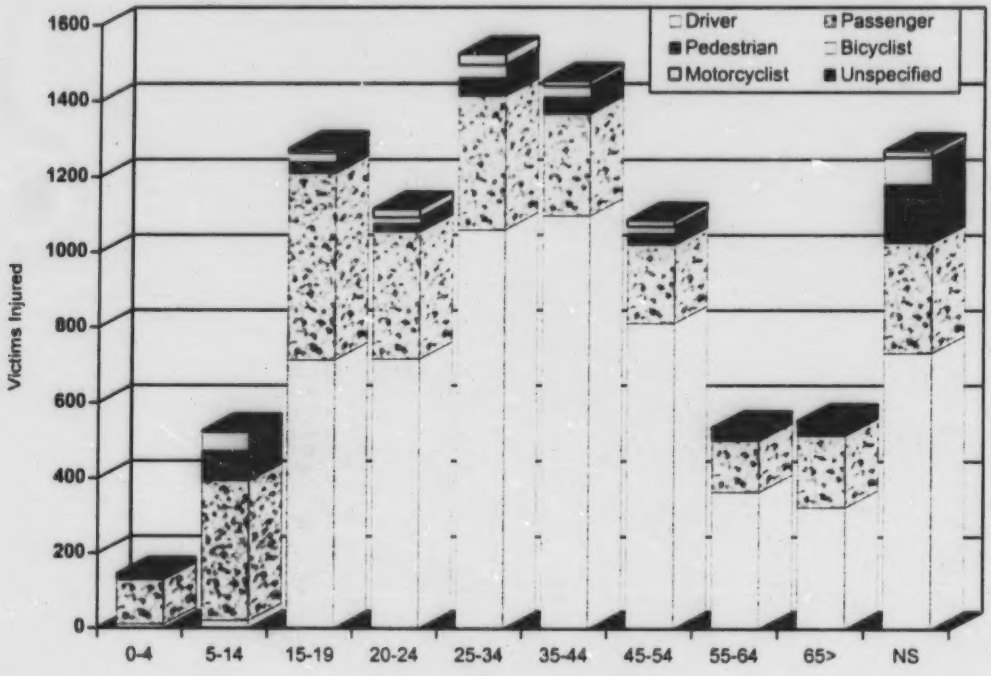
Total Collision Victims Injured by Road User Class and Age Group 2000

Road User Class	Age Group										Total	%
	0-4	5-14	15-19	20-24	25-34	35-44	45-54	55-64	65>	NS[1]		
Driver	11	21	713	715	1060	1097	811	365	324	731	5848	61.7
Passenger	118	372	497	339	353	269	209	135	189	294	2775	29.3
Pedestrian	14	80	30	23	49	45	31	23	33	156	484	5.1
Bicyclist	0	50	24	16	33	28	18	7	3	71	250	2.6
Motorcyclist[2]	0	1	10	22	29	15	17	3	3	18	118	1.2
Unspecified	1	2	1	1	0	0	2	1	0	2	10	0.1
Total	144	526	1275	1116	1524	1454	1088	534	552	1272	9485	100.0

[1]NS means not stated. [2]Includes passengers.

Motor vehicle drivers and passengers accounted for 91.0% of road users injured. The remaining injured road users were distributed as follows: pedestrians 5.1%, bicyclists 2.6%, and motorcyclists 1.2%. The 25-34 age group accounted for 16.1% of road users injured, followed by the 35-44 age group, at 15.3%.

Comparison of Collision Victims Injured by Road User Class and Age Group 2000



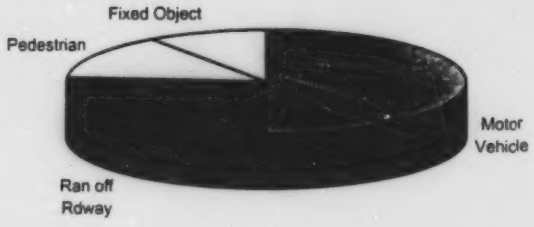
By Collision and Injury Type
2000

Collision Type	Injury Type		Total	%
	Killed	Injured		
Pedestrian	14	492	506	5.3
Motor Vehicle	51	6763	6814	71.0
Train	1	6	7	0.1
Motorcycle	4	109	113	1.2
Bicycle	0	250	250	2.6
Animal	0	195	195	2.0
Fixed Object	10	440	450	4.7
Other Object	3	48	51	0.5
Overturned	1	119	120	1.2
Ran Off Roadway	27	1044	1071	11.2
Other Non-Collision	0	19	19	0.2
Total	111	9485	9596	100.0

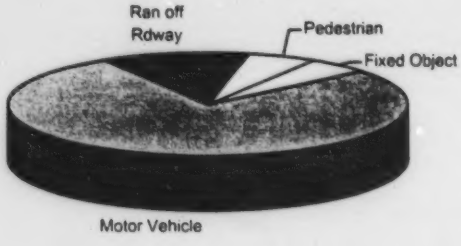
"Motor vehicle to motor vehicle" collisions accounted for 71.0% (6814) of the total collision victims, 46.0% (51) of fatally injured victims, and 71.3% (6763) of injured victims. "Ran off roadway" collisions made up 11.2% (1071) of the total collision victims. "Pedestrian" collisions accounted for 5.3% (506) of the total collision victims.

Distribution of Top Four Collision Types
By Killed and Injured
2000

Killed



Injured

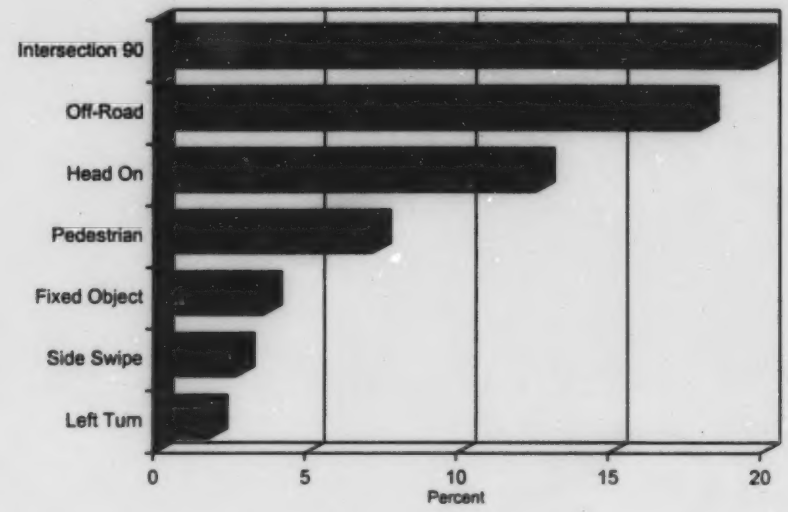


By Accident Configuration and Injury Type
2000

Configuration	Injury Type		Total	%
	Killed	Injured		
Rear End	5	2891	2896	30.2
Head On	14	178	192	2.0
Side Swipe	3	91	94	1.0
Side Swipe	0	165	165	1.7
Overtaking	1	109	110	1.1
Right Turn	0	37	37	0.4
Right Turn	0	33	33	0.3
Left Turn	2	118	120	1.2
Left Turn	0	65	65	0.7
Left Turn	0	562	562	5.9
Intersection 90°	22	1841	1863	19.4
Off-Road Right	12	596	608	6.3
Off-Road Left	8	459	467	4.9
Fixed Object	4	250	254	2.7
Parking	0	20	20	0.2
Pedestrian	8	425	433	4.5
Other [1]	32	1645	1677	17.5
Total	111	9485	9596	100.0

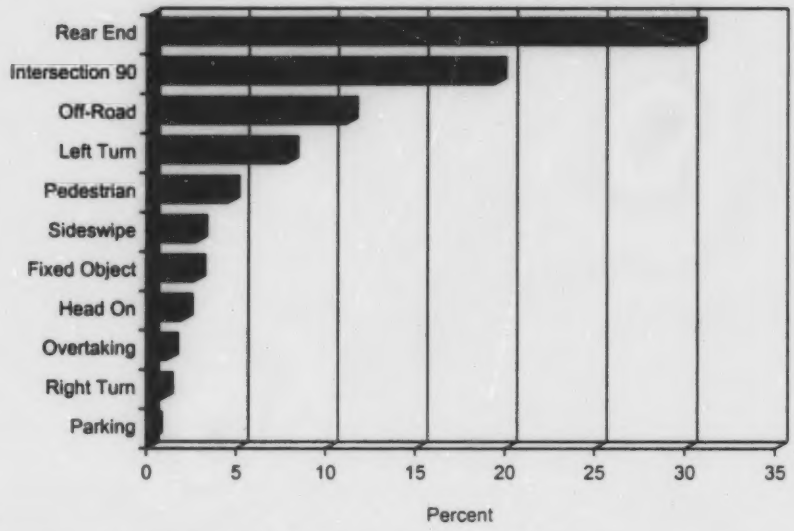
[1]Accidents with more than two vehicles involved or more than one configuration noted.

Distribution of Collision Victims Killed by Accident Configuration*
2000



Most fatalities occurred in "intersection 90°", "off-road, left and right", and "head on" accident configurations. "Off-road, right or left" configuration involves a single vehicle entering the right-hand ditch or a vehicle crossing the road and entering the left-hand ditch. Injury severity may be higher in these "off-road" collisions because of the vehicle rolling over after entering the ditch.

Distribution of Collision Victims Injured by Accident Configuration*
2000



*Other category not graphically presented as the configuration usually refers to accidents involving more than two vehicles or more than one configuration.

Injuries occurred most often in "rear-end" (30.5%) and "intersection 90°" (19.4%) accident configurations and least often in "parking" configurations.

By Vehicle Defect and Injury Type
2000

Vehicle Defect	Injury Type		Total	%
	Killed	Injured		
No Apparent Defect	44	5311	5355	55.9
Defective Brakes	0	14	14	0.2
Defective Steering	0	12	12	0.1
Defective Headlights	0	2	2	-.-
Defective Brake Lights	0	3	3	0.1
Defective Lighting (Unspecified)	0	1	1	-.-
Defective Engine Control/Drive Train	1	12	13	0.1
Defective Suspension/Wheels	0	2	2	-.-
Defective Tires	0	17	17	0.2
Defective Tow Hitch/Yoke	0	1	1	-.-
Defective Exhaust System	0	2	2	-.-
Hood/Tailgate/Door/Covering Opened	0	0	0	0.0
Defective Glazing (Obscured Windows)	0	9	9	0.1
Vehicle Modifications	0	2	2	-.-
Fire	0	1	1	-.-
Overloaded/Oversized	0	2	2	-.-
Load Shifted/Spilled	0	2	2	-.-
Jack-Knife/Trailer Swing	1	1	2	-.-
Hydroplaning of Tires	0	1	1	-.-
Not Stated	65	4090	4155	43.3
Total	111	9485	9596	100.0

Two victims were fatally injured in vehicles that had an apparent defect at the time of collision occurrence.

The reader is cautioned the "vehicle defect" statistics are obtained from traffic accident reports completed by the person reporting the collision and as such they may be unaware of a vehicle defect prior to collision occurrence.

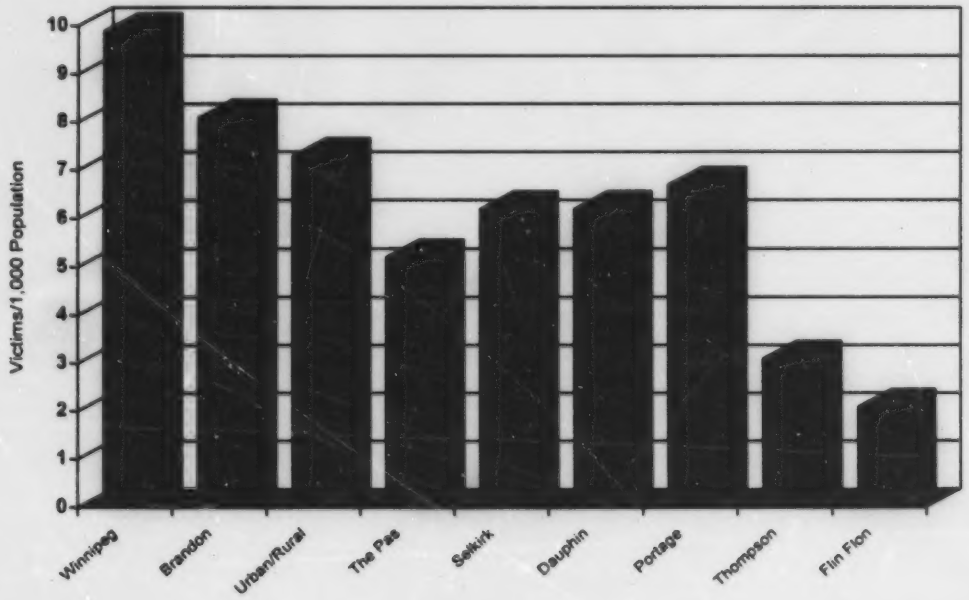
By Provincial Location and Injury Type
2000

Location	Injury Type		Total	%	Victims /1,000 Population[1]
	Killed	Injured			
Winnipeg	16	6077	6093	63.5	9.9
Brandon	0	317	317	3.3	8.1
Portage la Prairie	1	87	88	0.9	6.7
Flin Flon	0	14	14	0.2	2.2
Dauphin	0	51	51	0.5	6.2
Thompson	0	45	45	0.5	3.1
The Pas	0	31	31	0.3	5.2
Selkirk	0	61	61	0.6	6.2
Other Urban	2	495	497	5.2	7.3
Rural	92	2307	2399	25.0	
Total	111	9485	9596	100.0	8.6

[1]Based on 1996 rounded-up census statistics from Statistics Canada.

Traffic accidents within the City of Winnipeg accounted for 63.5% (6093) of the total collision victims. Other communities accounted for 11.5% (1104) of the total collision victims and rural areas 25.0% (2399). Rural areas accounted for 82.9% (92) of all fatally injured collision victims. One reason for the nearly 6 to 1 ratio between rural and urban fatalities was the much higher speeds on rural roadways (90 to 100 km/h) versus urban areas (50 to 60 km/h). Higher roadway speeds increase the likelihood of fatal injuries.

Distribution of Total Collision Victims
by Provincial Location /1,000 Population
2000



By Safety Equipment and Ejection
Fatal Vehicle Occupant Victims[1]

2000

Safety Equipment	Victims	%	Ejected	Partially Ejected
Lap Belt Installed – In Use	2	2.3		
Lap Belt Installed – Not In Use	2	2.3		
Shoulder Belt Installed – In Use	1	1.1		
Shoulder Belt Installed – Not In Use	6	6.8	2	
Lap/Shoulder Belt Assembly – In Use	29	33.0	3	2
Combined Belt Assembly Installed – Not in Use	27	30.7	15	3
Safety Seat Improperly Installed – In Use	0	0.0		
Air Bag Deployed/Safety Belt In Use	2	2.3		
Air Bag Deployed/Safety Belt Not In Use	4	4.5	1	
Unknown	15	17.0	2	1
Total	88	100.0	23	6

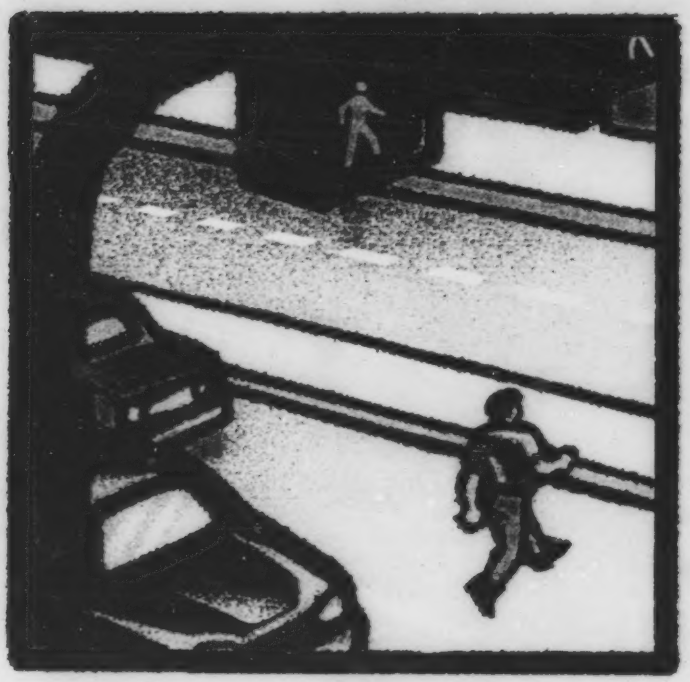
[1]Fatal vehicle occupant victim category excludes pedestrians, motorcyclists and bicyclists.

Of the total fatal vehicle occupant victims, 39 or 44.3% were known not to be wearing a safety device at time of collision occurrence.

A total of 26.1% (23) of fatal injured victims were ejected from the vehicle and 6.8% (6) were partially ejected.

Section 6

Pedestrian Victims



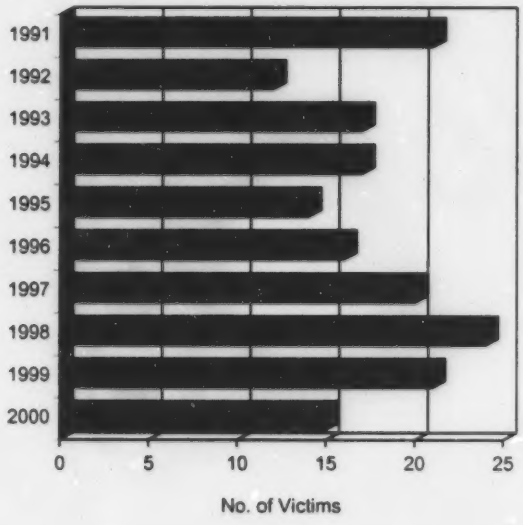
Ten Year Summary
1991 – 2000

Year	Injury Type		Total
	Killed	Injured	
1991	21	631	652
1992	12	771	783
1993	17	711	728
1994	17	634	651
1995	14	650	664
1996	16	535	551
1997	20	481	501
1998	24	496	520
1999	21	504	525
2000	15	484	499

The number of pedestrians killed in traffic collisions fell by 28.6% between 1999 and 2000, from 21 to 15 and the number injured declined by 4.0%, from 504 in 1999 to 484 in 2000.

Comparison of Pedestrian Victims
1991 – 2000

Killed



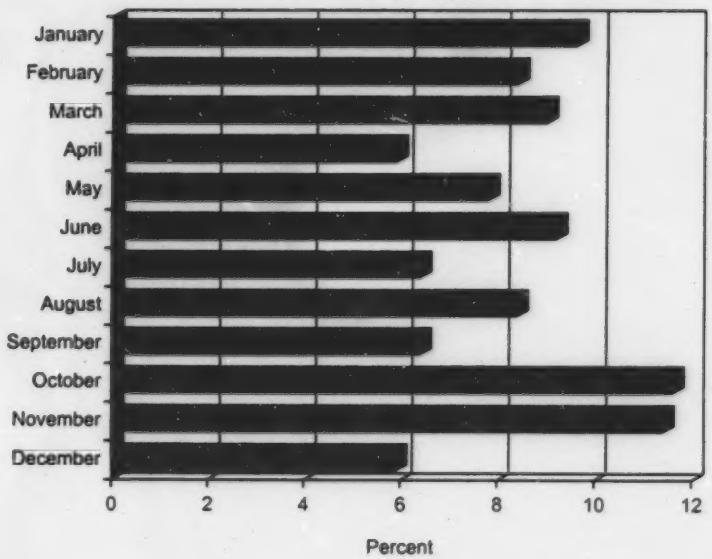
Injured

By Month of Occurrence and Injury Type
2000

Month	Injury Type		Total	%
	Killed	Injured		
January	1	47	48	9.6
February	2	40	42	8.4
March	0	45	45	9.0
April	1	28	29	5.9
May	1	38	39	7.8
June	2	44	46	9.2
July	1	31	32	6.4
August	2	40	42	8.4
September	1	31	32	6.4
October	1	57	58	11.6
November	2	55	57	11.4
December	1	28	29	5.9
Total	15	484	499	100.0

Two pedestrian fatalities were recorded in each of the months of February, June, August, and November. October accounted for the highest number of total pedestrian victims with 58, followed by November with 57, and January with 48.

Distribution of Total Pedestrian Victims
by Month of Occurrence
2000

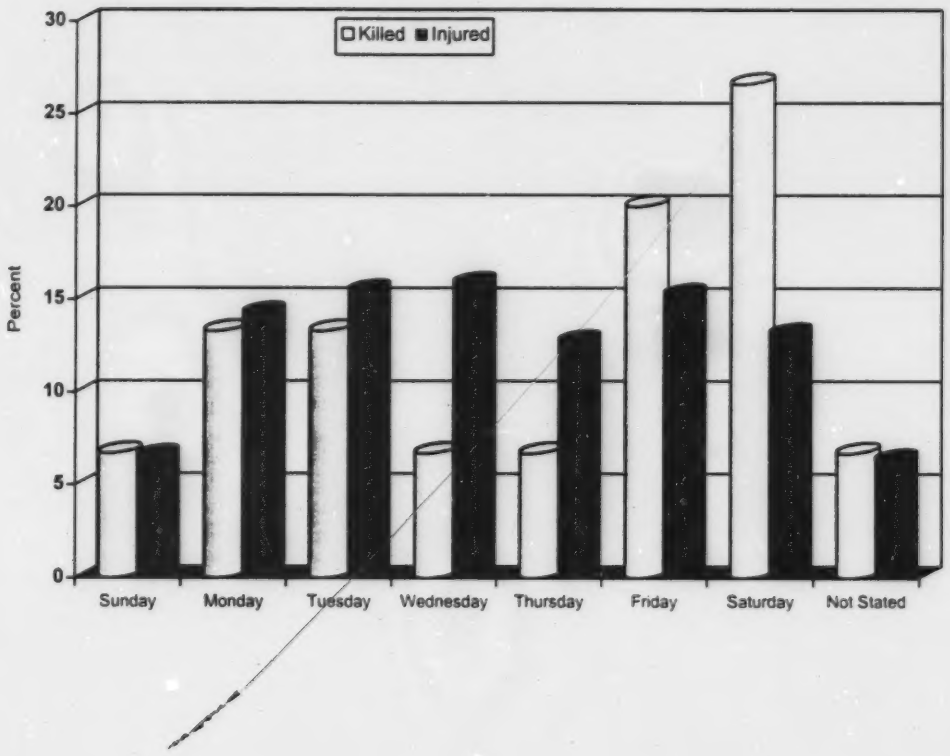


By Day of Occurrence and Injury Type
2000

Day	Injury Type		Total	%
	Killed	Injured		
Sunday	1	32	33	6.6
Monday	2	69	71	14.2
Tuesday	2	75	77	15.5
Wednesday	1	77	78	15.6
Thursday	1	62	63	12.6
Friday	3	74	77	15.5
Saturday	4	64	68	13.6
Not Stated	1	31	32	6.4
Total	15	484	499	100.0

Saturday accounted for four pedestrian fatalities, Friday for three, and Monday and Tuesday for two each. The highest percentage of pedestrian injuries occurred on Wednesday at 15.9% and least often on Sunday, at 6.6%.

Comparison of Pedestrian Victims
by Day of Occurrence and Injury Type
2000

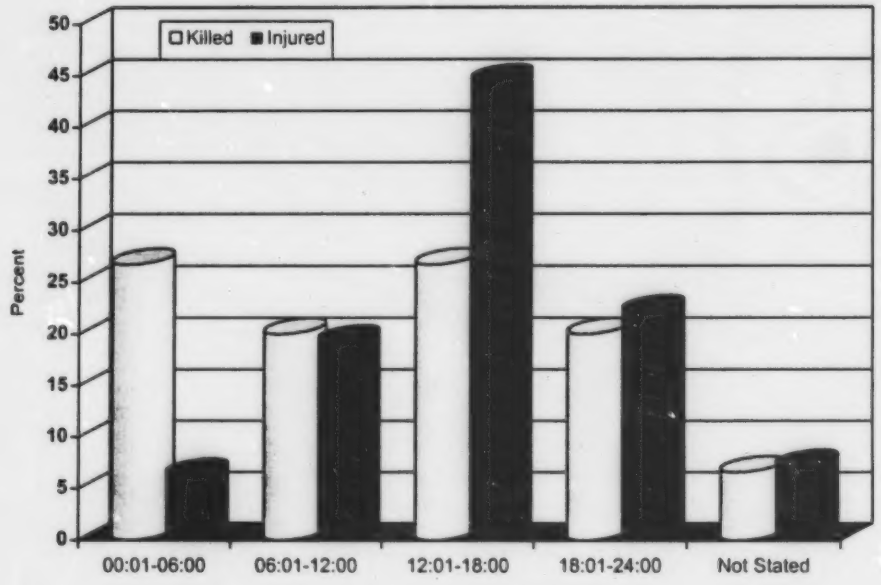


By Time of Occurrence and Injury Type
2000

Time	Injury Type		Total	%
	Killed	Injured		
00:01 - 06:00	4	31	35	7.0
06:01 - 12:00	3	94	97	19.4
12:01 - 18:00	4	216	220	44.1
18:01- 24:00	3	108	111	22.3
Not Stated	1	35	36	7.2
Total	15	484	499	100.0

The time period 12:01-18:00 hours accounted for 44.1% (220) of the total number of pedestrian collision victims. The time periods 00:01-06:00 and 12:01-18:00 hours had the highest number of pedestrian victims killed, 4 each or 26.7%.

Comparison of Pedestrian Victims
by Time of Occurrence and Injury Type
2000

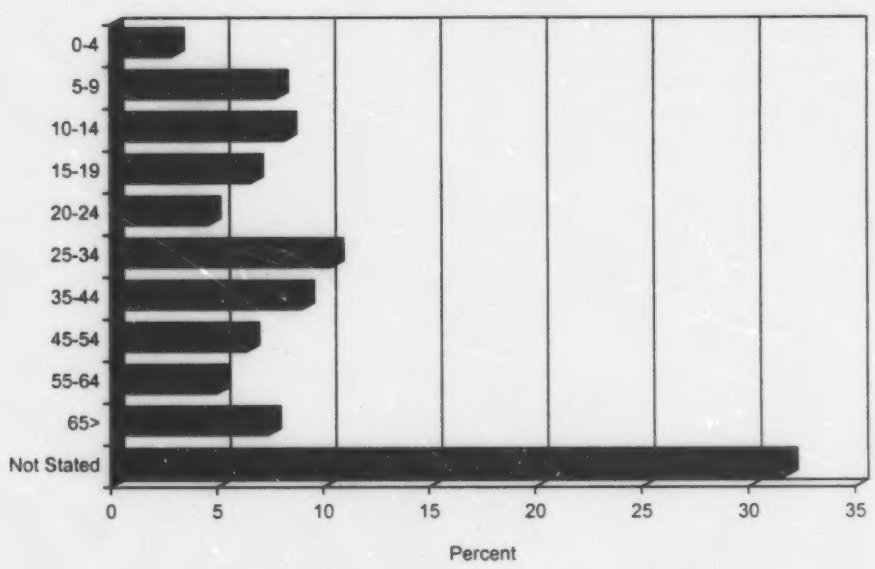


By Age Group and Injury Type
2000

Age Group	Injury Type		Total	%
	Killed	Injured		
0-4	0	14	14	2.9
5-9	0	39	39	7.8
10-14	0	41	41	8.2
15-19	3	30	33	6.6
20-24	0	23	23	4.6
25-34	3	49	52	10.4
35-44	0	45	45	9.0
45-54	1	31	32	6.4
55-64	2	23	25	5.0
65>	4	33	37	7.4
Not Stated	2	156	158	31.7
Total	15	484	499	100.0

Of the total number of fatally injured pedestrians, 26.7% (4) were over the age of 65. By contrast, only 18.0% of the *total fatally injured collision victims* fall into the over 65 age group. The age group 25 - 34 accounted for the largest percentage of all pedestrian victims, at 10.4% (52), followed by the age group 35 - 44, at 9.0% (45). Among all injured collision victims, these groups accounted for 16.1% and 15.3% respectively.

Distribution of Total Pedestrian Victims
by Age Group
2000



By Pedestrian Action and Injury Type
2000

Pedestrian Action	Injury Type		Total	%
	Killed	Injured		
At Intersection, crossing with right-of-way	0	55	55	11.0
At Intersection, crossing without right-of-way	2	36	38	7.7
At Intersection, crossing, no traffic control	0	13	13	2.6
Between Intersections, crossing roadway	2	46	48	9.6
Walking along roadway with traffic	1	2	3	0.6
Walking along roadway against traffic	0	7	7	1.4
On Sidewalk/Median/Safety Zone	0	5	5	1.0
Walking on roadway (travelled portion)	2	19	21	4.2
From behind Vehicle/Object on roadside	0	16	16	3.2
Running into roadway	0	51	51	10.2
Pushing/Working on vehicle	0	2	2	0.4
Getting on/off another vehicle	0	5	5	1.0
Playing on roadway	0	6	6	1.2
Working on roadway	0	3	3	0.6
Lying on roadway	0	0	0	0.0
Unknown	8	218	226	45.3
Other	0	0	0	0.0
Total	15	484	499	100.0

Pedestrians "crossing intersections without the right-of-way", "crossing roadway between intersections, and "walking on the travelled portion of the roadway" each accounted for 13.3% (2) of fatally injured pedestrians. "Crossing at intersections with the right-of-way" accounted for 11.0% (55) of all pedestrian victims, followed by "running into roadway" at 10.2% (51).

By Pedestrian Action and Age Group
2000

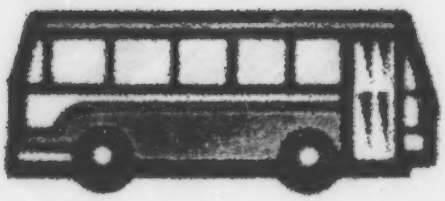
Pedestrian Action	Age Group											Total
	0-4	5-9	10-14	15-19	20-24	25-34	35-44	45-54	55-64	65>	NS	
At Intersection, crossing with right-of-way	0	0	2	3	2	4	10	3	2	7	22	55
At Intersection, crossing without right-of-way	2	2	3	2	1	4	3	7	0	5	9	38
At Intersection, crossing with no traffic control	0	1	1	0	0	0	0	1	4	1	5	13
Between Intersections, crossing roadway	2	7	4	4	2	3	5	1	4	4	12	48
Walking along roadway with traffic	0	0	0	2	0	1	0	0	0	0	0	3
Walking along roadway against traffic	0	0	2	0	0	1	1	0	0	1	2	7
On Sidewalk/Median/Safety Zone	0	0	2	0	0	1	0	0	0	1	1	5
Walking on Roadway (travelled portion)	0	1	2	5	1	3	1	1	0	3	4	21
From behind Vehicle/ Object on roadway	1	1	2	1	1	2	2	0	1	2	3	16
Running into Roadway	1	11	6	4	0	3	3	4	1	0	18	51
Getting On/Off Another Vehicle	1	0	1	2	0	0	0	0	1	0	0	5
Pushing/Working on Vehicle	0	0	0	0	1	0	0	0	0	0	1	2
Playing on Roadway	2	2	0	1	0	0	0	0	0	0	1	6
Working on Roadway	0	0	0	0	1	1	0	1	0	0	0	3
Lying on Roadway	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	5	14	16	9	14	29	20	14	12	13	80	226
Other	0	0	0	0	0	0	0	0	0	0	0	0
Total	14	39	41	33	23	52	45	32	25	37	158	499
%	2.9	7.8	8.2	6.6	4.6	10.4	9.0	6.4	5.0	7.4	31.7	100.0

Among all pedestrian casualties aged 15 and older, the two most frequently reported pedestrian actions prior to being struck by a motor vehicle were "crossing at intersections with right-of-way" and "crossing roadway between intersections". "Crossing, with right-of-way", "crossing at intersection without right-of-way" and "crossing roadway between intersections" were cited most often for pedestrians 65 years of age and older.

Younger pedestrians had actions *considerably different* from those reported for the older pedestrians. Among pedestrians four years of age and younger, the most frequently cited pedestrian actions were "playing on roadway", "crossing intersection without right-of-way" and "crossing roadway between intersections". Of the total 5-9 and 10-14 year old pedestrians, "running into the roadway", "crossing roadway between intersections" and "crossing intersection without right-of-way" were the most frequently reported actions.

Section 7

Vehicle Involvement



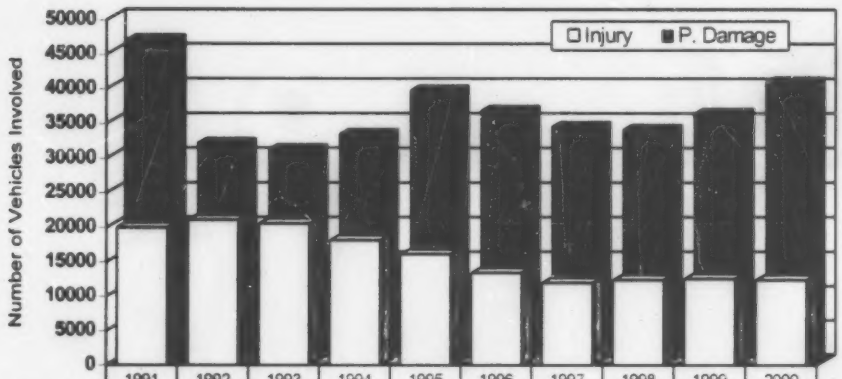
Ten Year Summary
1991 – 2000

Year	Collision Type			Total
	Fatal	Injury	P. Damage[1]	
1991	153	19992	46420	66565
1992	164	21081	31496	52741
1993	161	20573	30628	51362
1994	161	18140	32798	51099
1995	188	16120	39084	55392
1996	115	13428	36169	49712
1997	147	11955	33857	45959
1998	170	12371	33464	46005
1999	157	12543	35757	48457
2000	140	12362	40308	52810

[1]On January 1, 1992, the collision reporting threshold increased from $500.00 to $1,000.00.

Between 1999 and 2000 the number of vehicles involved in fatal traffic collisions dropped by 10.8%, from 157 to 140. The number of vehicles involved in injury collisions decreased by 1.4% from 12,543 in 1999 to 12,362 in 2000. Vehicles involved in property damage collisions increased by 12.7% from 35,757 in 1999 to 40,308 in 2000.

Ten Year Summary
Vehicle Involvement by Injury and Property Damage Collision Type
1991 – 2000*



	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
Injury	19992	21081	20573	18140	16120	13428	11955	12371	12543	12362
P. Damage	46420	31496	30628	32798	39084	36169	33857	33464	35757	40308

*Fatal statistics not shown due to low values.

By Vehicle Type and Collision Type
2000

Vehicle Type	Collision Type			Total	%
	Fatal	Injury	P. Damage		
Automobile	60	8589	27855	36504	69.1
Mini/Multi-Purpose Van	14	1036	3577	4627	8.8
Van under 4500 kg	4	284	990	1278	2.4
Pick-up under 4500 kg	34	1499	5984	7517	14.3
Truck over 4500 kg (unit chassis)	4	153	513	670	1.3
Power Unit for Semi-Trailer	13	122	365	500	1.0
Truck/Camper	0	4	27	31	0.1
Motorhome	0	4	20	24	-.-
Truck (other)	5	183	609	797	1.5
School Bus	0	9	46	55	0.1
Other School Vehicle	0	0	1	1	-.-
Transit Bus – urban	0	22	35	57	0.1
Para-transit Bus	0	0	3	3	-.-
Intercity Bus	0	33	76	109	0.2
Bus (other)	0	5	13	18	-.-
Motorcycle/Scooter	4	113	41	158	0.3
Moped	0	1	0	1	-.-
Bicycle	0	256	6	262	0.5
Ambulance	0	4	14	18	-.-
Fire	0	2	14	16	-.-
Police	0	10	31	41	0.1
Mobility Vehicle	0	0	0	0	0.0
Snow Vehicle	0	0	2	2	-.-
Farm Equipment	0	6	17	23	-.-
Construction Equipment	1	14	52	67	0.1
Train/Other Rail Vehicle	0	0	0	0	0.0
Off-Road Vehicle	1	13	17	31	0.1
Total	140	12362	40308	52810	100.0

Automobiles, vans and pick-up trucks accounted for 80.0% of the vehicles involved in fatal collisions, 92.3% of those involved in injury collisions, and 95.3% of those involved in property damage collisions. Automobiles accounted for 69.5% of vehicles involved in injury collisions but only 42.9% of those involved in fatal crashes. Conversely, light trucks/vans accounted for a higher percentage of vehicles involved in fatal collisions (37.1%) than injury collisions (22.8%). Although heavy trucks/tractor trailers accounted for 12.1% of vehicles involved in fatal collisions, they accounted for only 2.2% of those involved in injury collisions.

By Hazardous Load Type and Collision Type
2000

Hazardous Load	Collision Type			Total	%
	Fatal	Injury	P. Damage		
Explosives	1	6	24	31	0.1
Flammable Gas	0	4	14	18	-.-
Flammable/Combustible Liquids	0	3	8	11	-.-
Flammable Solids/Dangerous When Wet	1	0	3	4	-.-
Oxidizers/Organic Peroxides	0	0	1	1	-.-
Poisonous Substances/Infectious	0	2	1	3	-.-
Radioactives	0	0	0	0	0.0
Corrosives	0	2	1	3	-.-
Miscellaneous Dangerous Substances	0	3	8	11	-.-
General Cargo (non-hazardous)	8	130	314	452	0.9
Empty	2	36	104	142	0.3
Not Applicable	128	12120	39646	51894	98.3
Other	0	0	1	1	-.-
Unknown	0	56	183	239	0.4
Total	140	12362	40308	52810	100.0

Of the total number of vehicles involved in traffic accidents, 82 were carrying "hazardous goods". Two of these vehicles were involved in fatal collisions, 20 were involved in injury collisions, and 60 were involved in property damage collisions.

Section 8

Driver Involvement

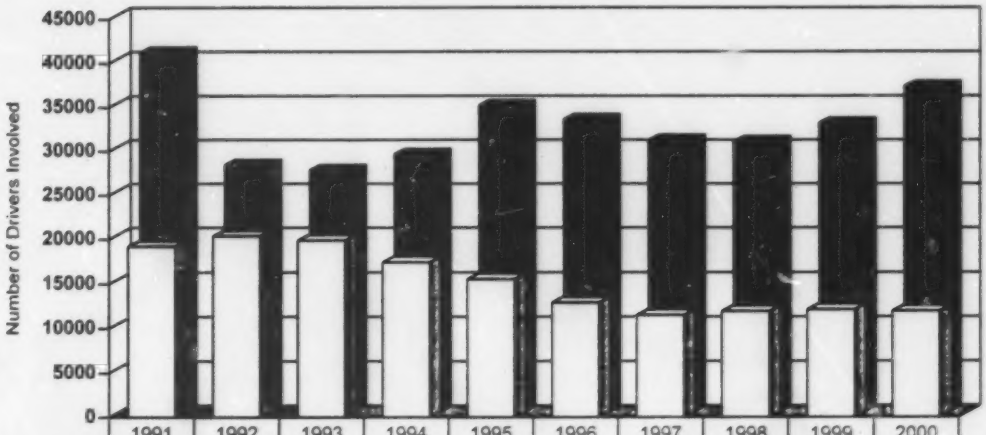
Ten Year Summary
1991 – 2000

Year	Collision Type			Total
	Fatal	Injury	P. Damage[1]	
1991	145	19186	40634	59965
1992	152	20344	27847	48343
1993	150	19852	27258	47260
1994	152	17421	29078	46651
1995	171	15530	34618	50319
1996	110	12891	33019	46020
1997	142	11487	30695	42324
1998	164	11908	30506	42578
1999	151	12096	32615	44862
2000	136	11943	36780	48859

[1]On January 1, 1992, the collision reporting threshold increased from $500.00 to $1,000.00.

There were 136 drivers involved in fatal accidents in 2000, a decrease of 9.9% from the 151 involved in 1999. The number of drivers involved in injury collisions decreased by 1.3% from 12,096 in 1999 to 11,943 in 2000. Drivers involved in property damage collisions increased by 12.8% from 32,615 in 1999 to 36,780 in 2000.

Ten Year Summary of Driver Involvement in Traffic Collisions by Injury and Property Damage Collision Type
1991 – 2000*



	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
Injury	19186	20344	19852	17421	15530	12891	11487	11908	12096	11943
P.Damage	40634	27847	27258	29078	34618	33019	30695	30506	32615	36780

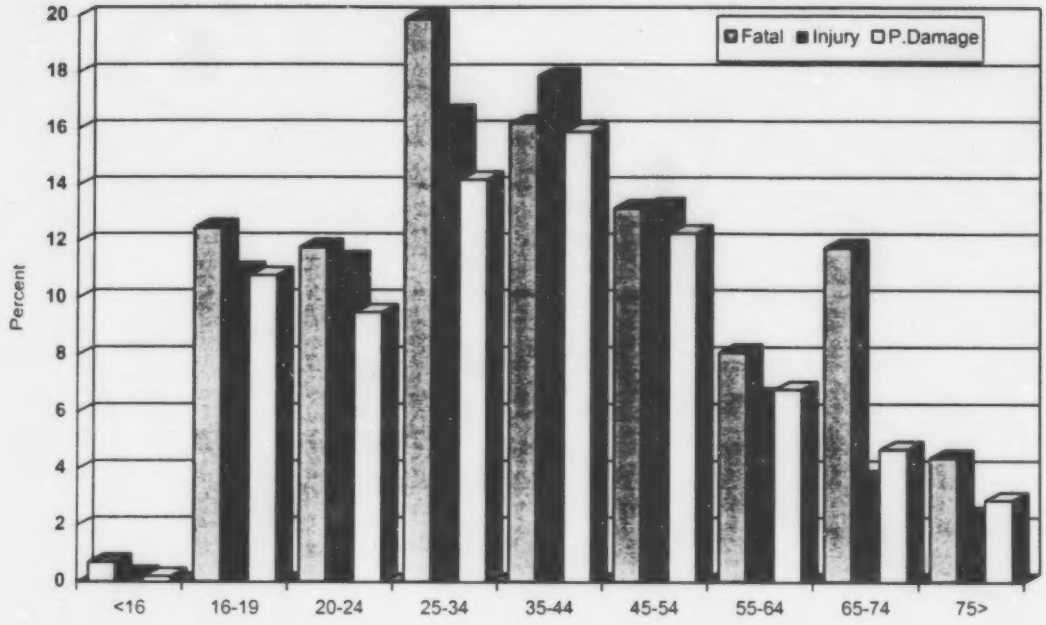
* Fatal statistics not shown due to low values.

By Age Group, Sex, and Collision Type
2000

Age Group	Sex	Collision Type						Total	%
		Fatal	%	Injury	%	P. Damage	%		
<16	M	0		21		32		53	
	F	1		13		23		37	
	NS	0		0		2		2	
	Total	1	0.7	34	0.3	57	0.2	92	0.2
16-19	M	14		715		2491		3220	
	F	3		583		1381		1967	
	NS	0		20		80		100	
	Total	17	12.5	1318	11.0	3952	10.7	5287	10.8
20-24	M	13		789		2243		3045	
	F	3		537		1148		1688	
	NS	0		34		93		127	
	Total	16	11.8	1360	11.4	3484	9.5	4860	9.9
25-34	M	22		1091		3285		4398	
	F	5		856		1788		2649	
	NS	0		34		161		195	
	Total	27	19.9	1981	16.6	5234	14.2	7242	14.8
35-44	M	15		1214		3496		4725	
	F	7		891		2184		3082	
	NS	0		35		164		199	
	Total	22	16.2	2140	17.9	5844	15.9	8006	16.4
45-54	M	13		869		2845		3727	
	F	5		702		1590		2297	
	NS	0		21		83		104	
	Total	18	13.2	1592	13.3	4518	12.3	6128	12.6
55-64	M	9		473		1651		2133	
	F	2		300		783		1085	
	NS	0		10		51		61	
	Total	11	8.1	783	6.6	2485	6.8	3279	6.7
65-74	M	9		291		1153		1453	
	F	7		144		552		703	
	NS	0		2		29		31	
	Total	16	11.8	437	3.7	1734	4.7	2187	4.5
75>	M	4		214		729		947	
	F	2		74		326		402	
	NS	0		5		21		26	
	Total	6	4.4	293	2.4	1076	2.9	1375	2.8
Not Stated	M	0		227		939		1166	
	F	0		122		479		601	
	NS	2		1656		6978		8636	
	Total	2	1.4	2005	16.8	8396	22.8	10403	21.3
All Ages	M	99		5904		18864		24867	
	F	35		4222		10254		14511	
	NS	2		1817		7662		9481	
	Total	136	100.0	11943	100.0	36780	100.0	48859	100.0

Male drivers were involved in collisions more often than their female counterparts – 2.8 times more frequently in fatal collisions, 1.4 times more frequently in injury collisions and 1.7 times more frequently in property damage collisions.

Comparison of Driver Involvement in Traffic Collisions by Age Group* and Collision Type 2000



* Not stated category not shown.

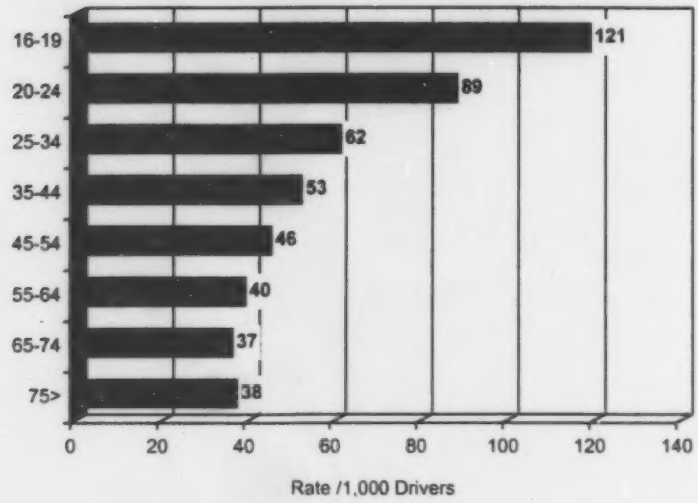
Overall, the age group 35-44 accounted for 16.4% (8006) of the total number of drivers involved in traffic collisions, followed by the 25-34 age group which accounted for 14.8% (7242). Of the total drivers involved in traffic collisions, the age group 35-44 had the highest involvement rates in injury and property damage collisions, followed by the age group 25-34. For fatal traffic collisions, the age group 25-34 had the highest involvement rate, followed by the age group 35-44.

By Age Group, Sex and Relative Involvement /1,000 Active Drivers 2000

Age Group	Sex	Total Drivers Involved	%	Total Active Licenced Drivers	%	Relative Involvement Rate /1,000
<16	M	53		0		
	F	37		0		
	NS	2		0		
	Total	92	0.2	0		
16-19	M	3220		22545		143
	F	1967		21062		93
	NS	100		0		
	Total	5287	10.8	43607	6.5	121
20-24	M	3045		27896		109
	F	1688		26685		63
	NS	127		0		
	Total	4860	9.9	54581	8.1	89
25-34	M	4398		59250		74
	F	2649		57267		46
	NS	195		0		
	Total	7242	14.8	116517	17.3	62
35-44	M	4725		77599		61
	F	3082		73899		42
	NS	199		0		
	Total	8006	16.4	151498	22.3	53
45-54	M	3727		68453		54
	F	2297		64316		36
	NS	104		0		
	Total	6128	12.6	132769	19.7	46
55-64	M	2133		43543		49
	F	1085		38595		28
	NS	61		0		
	Total	3279	6.7	82138	12.1	40
65-74	M	1453		31789		46
	F	703		26711		26
	NS	31		0		
	Total	2187	4.5	58500	8.7	37
75>	M	947		20202		47
	F	402		15720		26
	NS	26		0		
	Total	1375	2.8	35922	5.3	38
Not Stated	M	1166		0		
	F	601		0		
	NS	8636		0		
	Total	10403	21.3	0	0.0	
All Ages	M	24867		351277		71
	F	14511		324255		45
	NS	9481		0		
	Total	48859	100.0	675532	100.0	72

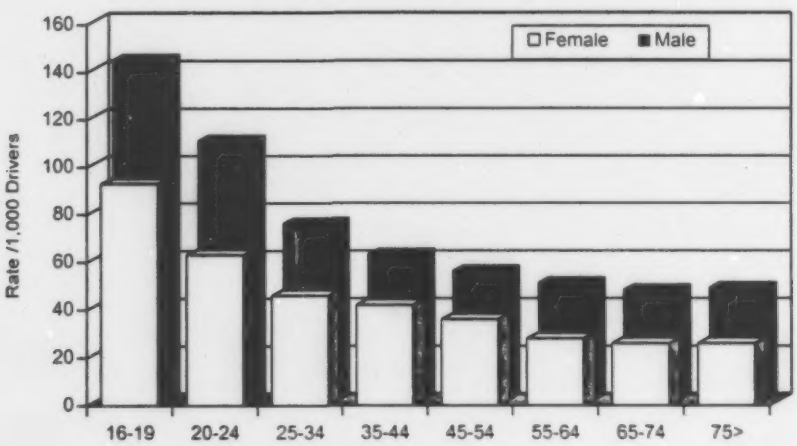
Certain age groups have higher involvement rates than other age groups. For example, drivers in the age group 16-19 made up 6.5% of the total active licenced drivers, yet accounted for 10.8% of the total drivers involved in traffic collisions. In contrast, drivers over 55 years of age made up 26.1% of the total active licenced drivers, but comprised only 14.0% of the total drivers involved in traffic accidents. Drivers between the ages of 20 and 54 made up 67.4% of the total active licenced drivers, yet accounted for 53.7% of the drivers involved in traffic accidents.

Distribution of Driver Involvement in Traffic Collisions by Age Group and Relative Involvement /1,000 Active Drivers 2000



The 16-19 age group had the highest relative involvement rate at 121/1,000 followed by the 20-24 age group with a rate of 89/1,000. The lowest relative involvement rate belonged to the 65-74 group, 37/1,000 drivers. The overall relative involvement rate for all age groups in 2000 was 72/1,000. *These relative involvement rates do not take into consideration the number of vehicle kilometres travelled by each age group.*

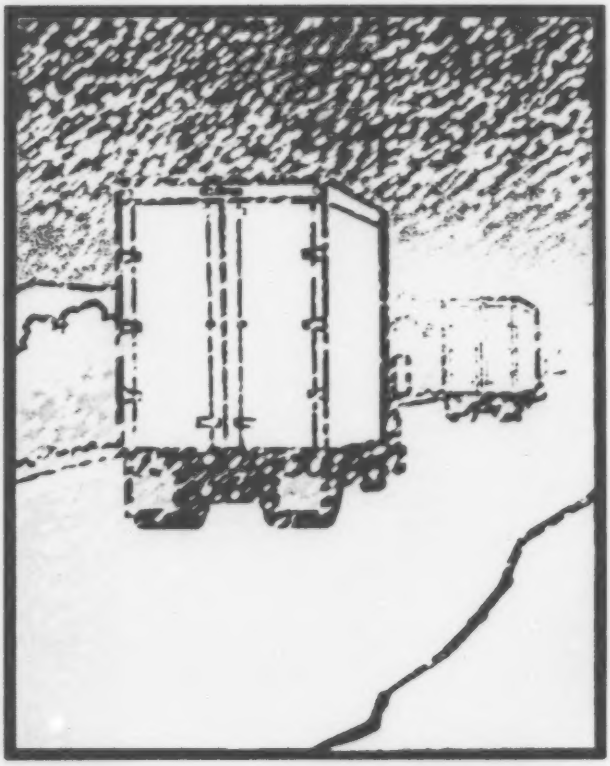
Comparison of Relative Involvement Rates /1,000 Active Drivers by Age Group and Sex 2000



The above graph illustrates male drivers have higher relative involvement rates than their female counterparts. For example, males in the 16-19 age group have the highest relative involvement rate, 143/1,000, whereas females in the same age group have a relative involvement rate of 93/1,000. Drivers in the 65-74 age group have the lowest relative involvement rates, male rate of 46/1,000 compared to the female rate of 26/1,000.

Section 9

Contributing Factors

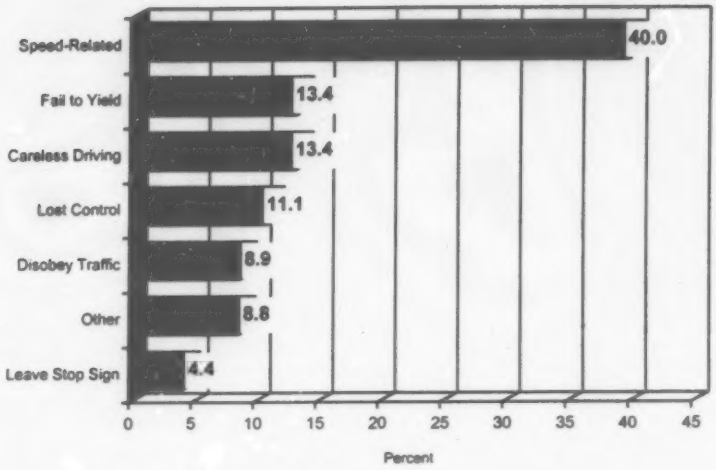


Driver Involvement in Traffic Collisions by Driver Action and Collision Type 2000

Driver Action	Collision Type			Total	%
	Fatal	Injury	P. Damage		
Driving Properly[1]	46	5029	13695	18770	38.4
Follow Too Closely	0	302	633	935	1.9
Turn Improperly	1	160	469	630	1.3
Exceed Speed Limit	10	59	66	135	0.3
Drive Too Fast For Conditions	4	283	789	1076	2.2
Unsafe Speed (too fast or too slow)	4	51	77	132	0.3
Passing Improperly	1	25	73	99	0.2
Change Lanes Improperly	1	45	267	313	0.6
Fail to Yield	6	441	934	1381	2.9
Disobeyed Traffic Control	4	215	393	612	1.3
Drive Wrong Way	0	6	17	23	-.-
Pass Vehicle at Pedestrian X-Walk	0	6	2	8	-.-
Backing Up Unsafely	0	36	690	726	1.5
Park Improperly	0	2	52	54	0.1
Careless Driving	6	145	333	484	1.0
Lost Control/Off Roadway	5	194	319	518	1.1
Driverless Vehicle	0	1	7	8	-.-
Leave Stop Sign	2	96	211	309	0.6
Fail To Signal	0	6	15	21	-.-
Take Avoiding Action	0	48	149	197	0.4
Driver Inexperience	1	102	254	357	0.7
Pedestrian Error/Confusion	1	10	7	18	-.-
Not Stated	44	4681	17328	22053	45.2
Total	136	11943	36780	48859	100.0

[1]No apparent improper driving action noted on traffic accident report.

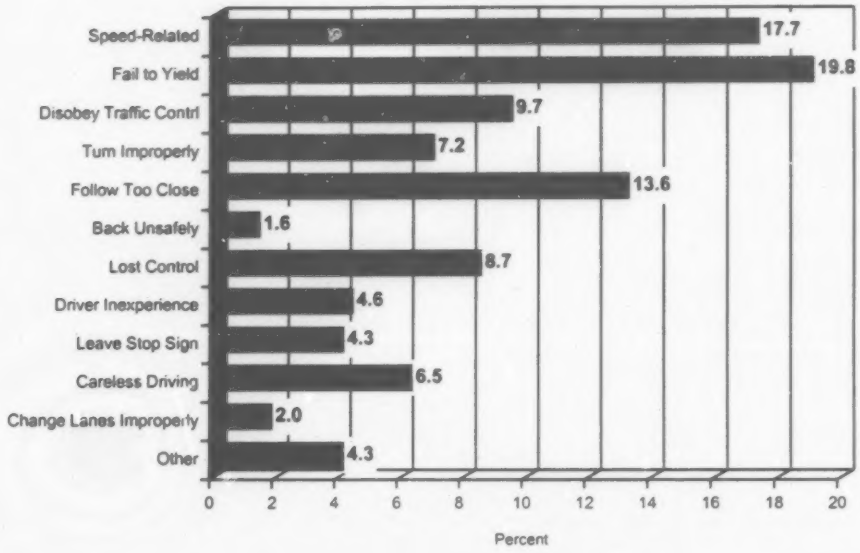
Comparison of Selected[1] At-Fault Driver Actions in Fatal Traffic Collisions 2000



*Other includes follow too closely, turn improperly, pass improperly and talking avoiding action.

Among at-fault drivers involved in fatal collisions, the most common reported infractions were "speed related" (40.0%), "careless driving" (13.4%) and "fail to yield" (13.4%).

Comparison of Selected[1] Injury At-Fault Driver Actions 2000



[1] Speed-related includes exceeding speed limit, drive too fast for conditions and unsafe operating speed. Changing lanes improperly includes fail to signal. Other includes park and pass improperly, drive wrong way, pass vehicle at pedestrian x-walk, driverless vehicle, pedestrian error and taking avoiding action.

The three main at-fault driver actions resulting in injuries were "failure to yield" (19.8% or 441), "speed-related" (17.7% or 393), and "follow too closely" (13.6% or 302).

Driver Involvement in Fatal Traffic Collisions by Driver Action and Age Group 2000

Driver Action	Age Group										Total
	<16	16-19	20-24	25-34	35-44	45-54	55-64	65-74	75>	NS	
Drive Properly	0	4	2	11	9	9	5	3	2	1	46
Follow Too Closely	0	0	0	0	0	0	0	0	0	0	0
Turn Improperly	0	0	0	0	0	0	0	1	0	0	1
Exceed Speed Limit	0	4	2	2	1	0	1	0	0	0	10
Drive Too Fast	0	1	1	0	0	0	0	2	0	0	4
Unsafe Speed	0	2	1	1	0	0	0	0	0	0	4
Passing Improperly	0	0	0	0	1	0	0	0	0	0	1
Change Lanes Improperly	0	0	0	0	0	1	0	0	0	0	1
Fail to Yield	0	1	1	0	1	0	0	2	1	0	6
Disobey Traffic Control	0	0	1	1	0	0	1	1	0	0	4
Drive Wrong Way	0	0	0	0	0	0	0	0	0	0	0
Pass at Pedestrian Corridor	0	0	0	0	0	0	0	0	0	0	0
Backing Up Unsafely	0	0	0	0	0	0	0	0	0	0	0
Park Improperly	0	0	0	0	0	0	0	0	0	0	0
Careless Driving	0	1	2	1	0	1	0	0	0	1	6
Lost Control/Off Roadway	0	0	2	1	0	1	1	0	0	0	5
Driverless Vehicle	0	0	0	0	0	0	0	0	0	0	0
Leave Stop Sign	0	0	0	0	1	0	0	0	1	0	2
Fail to Signal	0	0	0	0	0	0	0	0	0	0	0
Take Avoiding Action	0	0	0	0	0	0	0	0	0	0	0
Driver Inexperience	1	0	0	0	0	0	0	0	0	0	1
Pedestrian Error/Confusion	0	0	1	0	0	0	0	0	0	0	1
Not Stated	0	4	3	10	9	6	3	7	2	0	44
Total	1	17	16	27	22	18	11	16	6	2	136
At-fault rate/10,000 active licenced drivers	-.-	2.1	1.8	0.5	0.3	0.2	0.4	1.0	0.6	-.-	0.7

Of the total *at-fault drivers* involved in fatal collisions, the age group 16-19 recorded the highest rate of driver infractions at 2.1/10,000 active licenced drivers, followed by the 20-24 age group at 1.8/10,000.

Certain age groups displayed *different* at-fault fatal involvement. "Exceed speed limit" accounted for 44.4% of the primary at-fault driver actions in the 16-19 year age group. "Fail to yield" and "drive too fast" were the primary at-fault driver infractions in the 65 and over age groups.

Driver Involvement in Injury Traffic Collisions by Driver Action and Age Group 2000

Driver Action	Age Group										Total
	<16	16-19	20-24	25-34	35-44	45-54	55-64	65-74	75>	NS	
Drive Properly	6	452	616	1078	1158	889	436	219	110	65	5029
Follow Too Closely	0	43	43	44	42	25	16	4	5	80	302
Turn Improperly	2	27	24	26	25	21	9	7	10	9	160
Exceed Speed Limit	1	19	17	9	1	5	0	1	2	4	59
Drive Too Fast	4	57	46	46	49	26	11	4	6	34	283
Unsafe Speed	0	15	10	7	9	6	0	1	0	3	51
Passing Improperly	0	1	3	4	1	4	4	2	2	4	25
Change Lanes Improperly	0	7	8	4	7	5	3	1	0	10	45
Fail to Yield	0	57	49	72	76	57	23	36	34	37	441
Disobey Traffic Control	0	28	38	26	37	28	18	10	15	15	215
Drive Wrong Way	0	1	1	0	1	1	0	1	1	0	6
Pass at Pedestrian Corridor	0	2	3	0	1	0	0	0	0	0	6
Backing Up Unsafely	0	2	6	4	5	2	0	4	5	8	36
Park Improperly	0	1	0	0	0	0	0	1	0	0	2
Careless Driving	2	27	23	21	17	5	8	4	5	33	145
Lost Control/Off Roadway	3	43	42	34	31	20	7	6	6	2	194
Driverless Vehicle	0	0	0	0	0	1	0	0	0	0	1
Leave Stop Sign	0	13	17	13	13	9	12	3	10	6	96
Fail to Signal	0	0	1	2	1	2	0	0	0	0	6
Take Avoiding Action	0	14	10	7	9	6	1	1	0	0	48
Driver Inexperience	4	67	15	10	1	2	1	0	0	2	102
Pedestrian Error/Confusion	0	1	1	2	3	2	1	0	0	0	10
Not Stated	12	441	387	572	653	476	233	132	82	1693	4681
Total	34	1318	1360	1981	2140	1592	783	437	293	2005	11943
At-fault rate/1,000 active licenced drivers	-.-	9.7	6.5	2.8	2.2	1.7	1.4	1.5	2.8	-.-	3.3

The age group 16-19 recorded the highest reported rate of driving infractions in injury collisions, at 9.7/1,000 active drivers, followed by 20-24 at 6.5/1,000 and 25-34 and 75 years and over, each at 2.8/1,000.

Certain age groups display *different* at-fault driver involvement patterns. Of the at-fault driver actions committed by the 16-19 year age group, "driver inexperience" accounted for 15.8%. "Driving too fast" and "failing to yield" each accounted for 13.4%. Conversely, among those aged 65 and older, "failing to yield" accounted for 37.4% of at-fault driver actions, followed by "disobeying traffic controls", at 13.4%, and "turning improperly", at 9.1%.

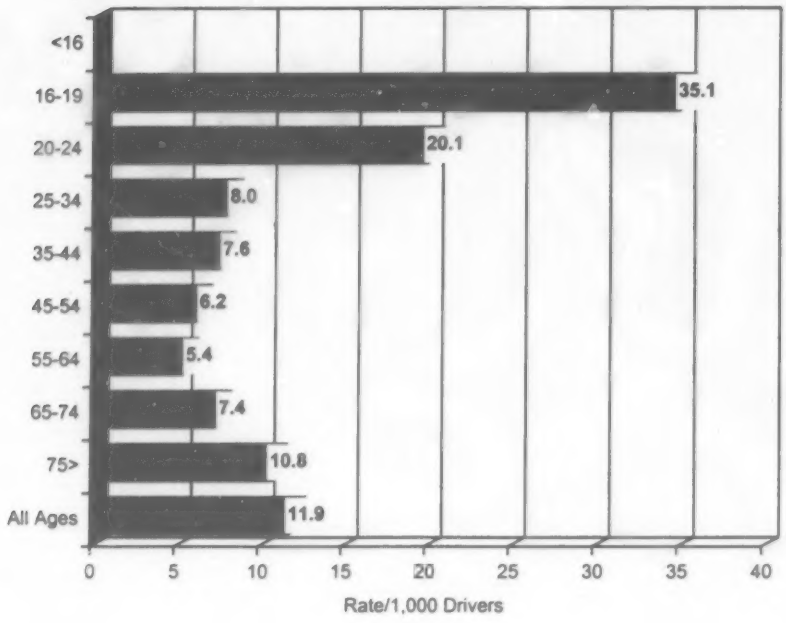
Driver Involvement in Property Damage Traffic Collisions by Driver Action and Age Group 2000

Driver Action	Age Group										Total
	<16	16-19	20-24	25-34	35-44	45-54	55-64	65-74	75>	NS	
Drive Properly	11	1504	1563	2531	2837	2276	1299	813	445	416	13695
Follow Too Closely	0	99	85	111	108	82	30	28	13	77	633
Turn Improperly	2	59	49	55	81	58	28	32	37	68	469
Exceed Speed Limit	2	20	20	14	2	1	1	1	0	5	66
Drive Too Fast	3	195	140	117	126	59	30	19	13	87	789
Unsafe Speed	0	30	16	12	8	4	1	1	2	3	77
Passing Improperly	0	9	6	9	9	11	6	7	4	12	73
Change Lanes Improperly	0	31	26	31	43	26	16	27	18	49	267
Fail to Yield	1	136	89	111	126	102	94	84	68	123	934
Disobey Traffic Control	0	45	57	50	50	40	19	28	27	77	393
Drive Wrong Way	0	1	2	3	3	3	0	1	1	3	17
Pass at Pedestrian Corridor	0	2	0	0	0	0	0	0	0	0	2
Backing Up Unsafely	5	102	58	94	121	85	49	44	38	94	690
Park Improperly	0	11	5	8	7	6	3	6	5	1	52
Careless Driving	2	52	47	61	40	24	11	13	18	65	333
Lost Control/Off Roadway	4	72	54	57	40	41	17	11	10	13	319
Driverless Vehicle	0	1	1	2	0	2	0	0	0	1	7
Leave Stop Sign	0	37	15	22	27	26	11	27	24	22	211
Fail to Signal	0	2	3	0	2	3	1	2	2	0	15
Take Avoiding Action	0	29	30	24	20	20	10	9	3	4	149
Driver Inexperience	12	164	27	23	9	6	3	0	1	9	254
Pedestrian Error/Confusion	0	0	2	1	1	2	0	1	0	0	7
Not Stated	15	1351	1189	1898	2184	1641	856	580	347	7267	17328
Total	57	3952	3484	5234	5844	4518	2485	1734	1076	8396	36780
At-fault rate/1,000 active licenced drivers	-.-	25.2	13.4	6.9	5.4	4.5	4.0	5.8	7.9	-.-	8.5

The age group 16-19 recorded the highest reported rate of driving infractions in property damage collisions, at 25.2/1,000 active drivers, followed by 20-24 at 13.4/1,000 and 75 years and over at 7.9/1,000.

Certain age groups display *different* at-fault driver involvement patterns. "Drive too fast for conditions" (17.8%), "driver inexperience" (14.9%), and "failing to yield" (12.4%) were the primary actions in the 16-19 year age group. For drivers over 74, the most common infractions were "failing to yield" (23.9%), "backing up unsafely" (13.4%), and "turning improperly" (13.0%).

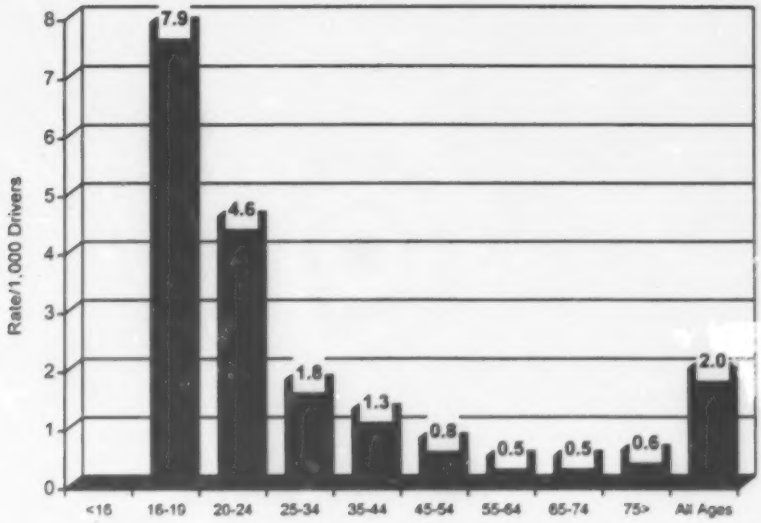
Rate of At-Fault Drivers
by 1,000 Active Licenced Drivers and Age Group
2000



This graph illustrates that among the drivers committing infractions, the 16-19 and 20-24 age groups reported the highest at-fault incidence (35.1/1,000 and 20.1/1,000 respectively). The rate for drivers aged 16-24, at 26.7/1,000, was more than double the rate for all age groups taken together, at 11.9/1,000.

The lowest rates occurred among the age groups 55-64 (5.4/1,000), 45-54 (6.2/1,000), and 65-74 (7.4/1,000).

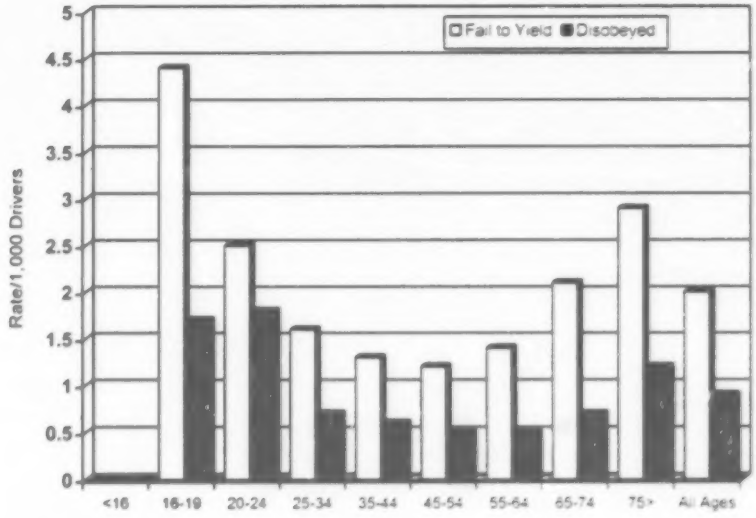
Speed-Related* At-Fault Driver Actions by 1,000 Active Licenced Drivers 2000



*Speed-related includes exceeding speed limit, drive too fast for conditions and unsafe operating speed.

Drivers in the 16-19 age group recorded the highest rate of at-fault speed-related driver actions, nearly four times higher than for all age groups (7.9/1,000 active licenced drivers versus 2.0/1,000 active licenced drivers).

Fail to Yield, Disobeyed Traffic Control* Driver Actions Per 1,000 Active Licenced Drivers 2000



*Disobeyed traffic control device includes leave stop sign before safe to do so.

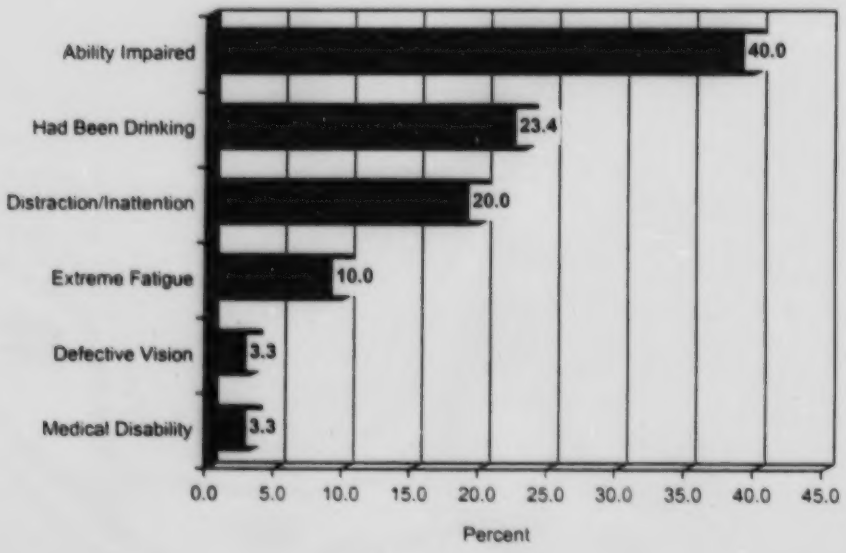
The "fail to yield" infraction recorded an overall involvement rate of 2.0 per 1,000 active licenced drivers. The 16-19 year age group recorded the highest rate, at 4.4/1,000, followed by those aged 75 or greater, at 2.9/1,000. The "disobeyed traffic control" involvement rate for all drivers was 0.9/1,000 with the highest rates incurred by the 16-19 and 20-24 year age groups at 1.7/1,000 and 1.8/1,000 respectively.

Driver Involvement in Traffic Collisions by Human Condition and Collision Type 2000

Human Condition	Collision Type			Total	%
	Fatal	Injury	P. Damage		
Apparently Normal	51	6324	17607	23982	49.1
Loss of Consciousness	0	26	25	51	0.1
Extreme Fatigue/Fell Asleep	3	66	54	123	0.2
Defective Eyesight	1	6	9	16	-.-
Defective Hearing	0	0	2	2	-.-
Medical Disability	1	6	5	12	-.-
Physical Disability	0	2	14	16	-.-
Mental Disability	0	1	1	2	-.-
Mental Confusion/Unable to Remember	0	14	18	32	0.1
Sudden Illness	0	4	5	9	-.-
Ability Impaired by Alcohol	12	137	181	330	0.7
Ability Impaired by Drugs	0	2	3	5	-.-
Had Been Drinking/Suspected Alcohol Use[1]	7	75	85	167	0.3
Distraction/Inattention	6	359	816	1181	2.5
Exceed Hours of Service	0	0	1	1	-.-
Not Stated	55	4921	17954	22930	47.0
Total	136	11943	36780	48859	100.0

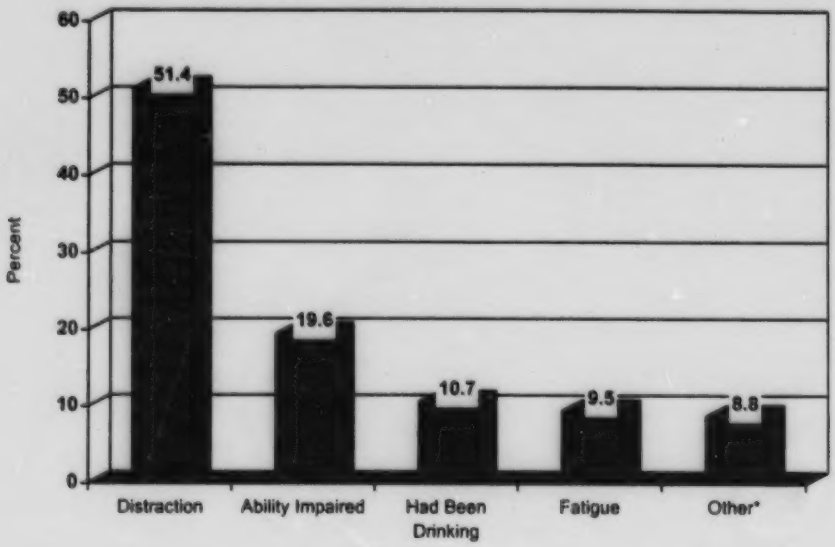
[1]These statistics are understated and represent only those collisions where alcohol involvement was apparent.

Comparison of At-Fault Human Condition Factors in Fatal Traffic Collisions 2000



Among at-fault drivers involved in fatal collisions, 40.0% had their driving ability "impaired by alcohol", while 23.4% "had been drinking". After alcohol consumption, the most often reported driver condition among those involved in fatal crashes was "distraction/inattention" at 20.0%.

Comparison of At-Fault Human Condition Factors in Injury Traffic Collisions, 2000



For drivers involved in injury collisions, "distraction/inattention" was the most frequently reported at-fault driver condition, at 51.4%, followed by "ability impaired by alcohol", at 19.6% and "had been drinking", at 10.7%.

Comparison of At-Fault Human Condition Factors in Property Damage Traffic Collisions, 2000

*For both injury and property damage collisions, other category includes loss of consciousness, defective eyesight, hearing, medical, physical and mental disability, sudden illness, impaired drugs, and exceed hours of service.

Among at-fault drivers involved in property damage collisions, 66.9% were affected by "distraction/inattention", 14.8% had their "ability impaired by alcohol", and 7.0% "had been drinking/ suspected alcohol use".

Driver Involvement in Fatal Traffic Collisions by Human Condition and Age Group 2000

Human Condition	Age Group										Total
	<16	16-19	20-24	25-34	35-44	45-54	55-64	65-74	75>	NS	
Apparently Normal	0	6	3	10	10	9	5	6	1	1	51
Loss of Consciousness	0	0	0	0	0	0	0	0	0	0	0
Extreme Fatigue/Sleep	0	1	0	0	0	1	0	0	1	0	3
Defective Eyesight	0	0	0	0	0	0	0	1	0	0	1
Defective Hearing	0	0	0	0	0	0	0	0	0	0	0
Medical Disability	0	0	0	0	0	0	0	1	0	0	1
Physical Disability	0	0	0	0	0	0	0	0	0	0	0
Mental Disability	0	0	0	0	0	0	0	0	0	0	0
Mental Confusion	0	0	0	0	0	0	0	0	0	0	0
Sudden Illness	0	0	0	0	0	0	0	0	0	0	0
Ability Impaired Alcohol	0	2	3	3	1	2	1	0	0	0	12
Ability Impaired Drugs	0	0	0	0	0	0	0	0	0	0	0
Had Been Drinking Suspected Alcohol Use[1]	0	0	2	1	1	1	0	1	0	1	7
Distraction/Inattention	0	1	2	1	1	0	1	0	0	0	6
Exceed Hours of Service	0	0	0	0	0	0	0	0	0	0	0
Not Stated	1	7	6	12	9	5	4	7	4	0	55
Total	1	17	16	27	22	18	11	16	6	2	136
At-fault rate/10,000 active licenced drivers	-.-	0.9	1.3	0.4	0.2	0.3	0.2	0.5	0.3	-.-	0.4

[1] These statistics are understated and represent only those collisions where alcohol involvement was apparent.

The age group 20-24 recorded the highest reported rate of at-fault human condition factors in fatal collisions at 1.3/10,000 active licenced drivers, followed by the 16-19 year age group, at 0.9/10,000 active licenced drivers.

"Ability impaired by alcohol" (40.0%), "had been drinking/suspected alcohol use" (23.3%), and "distraction/inattention" (20.0%) were the primary contributing factors in fatal traffic collisions where a known factor was identified.

Driver Involvement in Injury Traffic Collisions by Human Condition and Age Group 2000

Human Condition	Age Group										Total
	<16	16-19	20-24	25-34	35-44	45-54	55-64	65-74	75>	NS	
Apparently Normal	17	686	810	1268	1363	1037	516	275	159	193	6324
Loss of Consciousness	0	4	1	4	3	4	3	3	4	0	26
Extreme Fatigue/Sleep	0	25	15	10	4	1	3	4	2	2	66
Defective Eyesight	0	2	0	1	0	0	0	0	3	0	6
Defective Hearing	0	0	0	0	0	0	0	0	0	0	0
Medical Disability	0	0	0	0	1	1	1	1	2	0	6
Physical Disability	0	0	1	0	0	0	0	0	1	0	2
Mental Disability	0	0	0	0	0	0	0	0	1	0	1
Mental Confusion	0	0	5	3	2	0	0	1	2	1	14
Sudden Illness	0	0	1	1	2	0	0	0	0	0	4
Ability Impaired Alcohol	3	17	24	27	43	13	6	1	0	3	137
Ability Impaired Drugs	0	0	0	0	2	0	0	0	0	0	2
Had Been Drinking Suspected Alcohol Use[1]	1	23	19	12	7	7	2	2	0	2	75
Distraction/Inattention	1	63	60	53	62	52	14	20	22	12	359
Exceed Hours of Service	0	0	0	0	0	0	0	0	0	0	0
Not Stated	12	498	424	602	651	477	238	130	97	1792	4921
Total	34	1318	1360	1981	2140	1592	783	437	293	2005	11943
At-fault rate/1,000 active drivers	-.-	3.1	2.3	0.9	0.8	0.6	0.4	0.5	1.0	-.-	1.0

[1]These statistics are understated and represent only those collisions where alcohol involvement was apparent.

The age group 16-19 recorded the highest rate of at-fault human condition factors in injury collisions at 3.1/1,000 active drivers, followed by 20-24 at 2.3/1,000 and 75+ at 1.0/1,000.

"Distraction/inattention" (51.4%), "ability impaired by alcohol" (19.6%), and "had been drinking/suspected alcohol use" (10.7%) were the primary contributing factors in injury collisions where a known factor was identified.

Driver Involvement in Property Damage Traffic Collisions by Human Condition and Age Group 2000

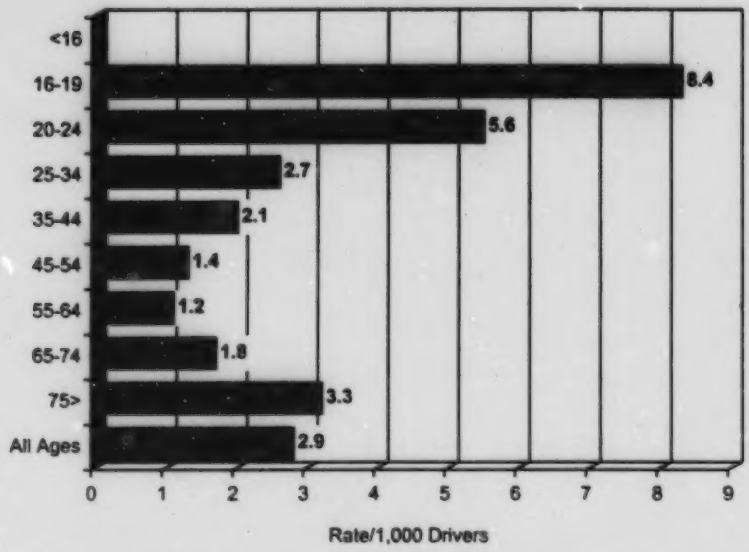
Human Condition	Age Group										Total
	<16	16-19	20-24	25-34	35-44	45-54	55-64	65-74	75>	NS	
Apparently Normal	26	2220	2043	3120	3480	2744	1535	1081	607	751	17607
Loss of Consciousness	0	2	3	5	1	5	2	1	5	1	25
Extreme Fatigue/Sleep	0	19	13	6	7	3	2	3	0	1	54
Defective Eyesight	0	1	1	0	1	0	2	0	4	0	9
Defective Hearing	0	0	0	0	0	1	0	0	1	0	2
Medical Disability	0	0	0	1	1	1	0	1	1	0	5
Physical Disability	0	0	0	2	3	1	0	3	4	1	14
Mental Disability	0	0	0	0	0	0	0	0	1	0	1
Mental Confusion	0	0	0	3	0	0	1	2	11	1	18
Sudden Illness	0	2	0	1	1	0	1	0	0	0	5
Ability Impaired Alcohol	1	23	33	42	45	10	7	8	4	8	181
Ability Impaired Drugs	0	1	0	0	2	0	0	0	0	0	3
Had Been Drinking Suspected Alcohol Use[1]	1	15	22	15	14	8	3	1	0	6	85
Distraction/Inattention	3	166	113	129	115	81	49	53	50	57	816
Exceed Hours of Service	0	0	0	0	1	0	0	0	0	0	1
Not Stated	26	1503	1256	1910	2173	1664	883	581	388	7570	17954
Total	57	3952	3484	5234	5844	4518	2485	1734	1076	8396	36780
At-fault rate/1,000 active drivers	-.-	5.3	3.4	1.8	1.3	0.8	0.8	1.2	2.3	-.-	1.8

[1]These statistics are understated and represent only those collisions where alcohol involvement was apparent.

The age group 16-19 recorded the highest rate of at-fault human condition factors in property damage collisions at 5.3/1,000, followed by 20-24 at 3.4/1,000 and 75+ at 2.3/1,000.

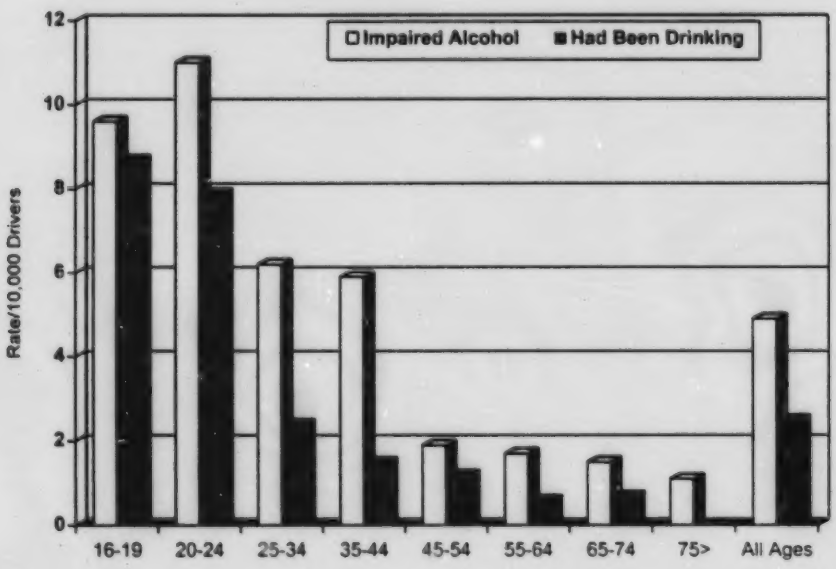
"Distraction inattention" (66.9%), "ability impaired by alcohol" (14.8%), and "had been drinking/suspected alcohol use" (7.0%) were the primary at-fault human condition factors in property damage collisions where a known factor was identified.

Rate of At-Fault Human Condition Factors by 1,000 Active Licenced Drivers and Age Group 2000



The 16-19 age group recorded the highest rate of at-fault human condition factors, at 8.4/1,000 active licenced drivers, followed by the 20-24 age group at 5.6/1,000 and the 75+ age group at 3.3/1,000.

Alcohol-Related Human Condition Factors by 10,000 Active Licenced Drivers and Age Group 2000



Alcohol was a greater factor in accident causation among younger age groups, with 9.6/10,000 active licenced drivers aged 16-19 impaired by alcohol and 8.7/10,000 believed to have consumed alcohol. The respective rates for those aged 20-24 was 11.0/10,000 and 7.9/10,000. The lowest alcohol involvement rates were recorded for drivers aged 45 or older for which the rate was consistently below 2.0/10,000 active drivers.

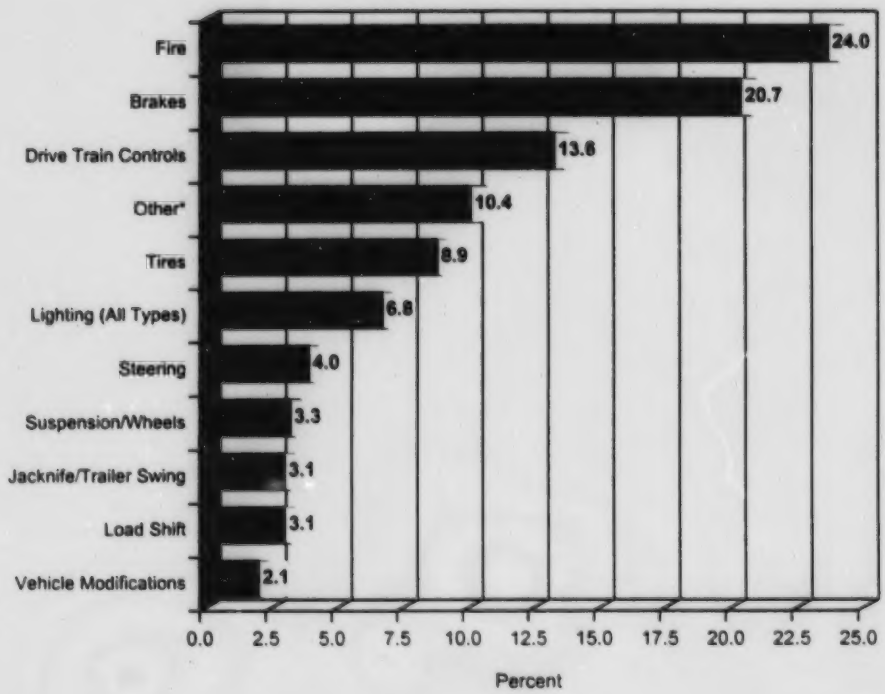
Vehicle Involvement in Traffic Collisions by Vehicle Defect and Collision Type 2000

Vehicle Defect[1]	Collision Type			Total	%
	Fatal	Injury	P. Damage		
No Apparent Defect	62	6269	17273	23604	44.8
Defective Brakes	1	21	66	88	0.2
Defective Steering	0	9	8	17	-.-
Defective Headlights	1	3	5	9	-.-
Defective Brake Lights	0	4	7	11	-.-
Defective Lighting (Unspecific)	0	1	8	9	-.-
Defective Engine Controls/Drive Train	1	11	46	58	0.1
Defective Suspension/Wheels	0	3	11	14	-.-
Defective Tires	0	14	24	38	0.1
Defective Tow Hitch/Yoke	0	1	7	8	-.-
Defective Exhaust System	0	1	2	3	-.-
Hood/Tailgate/Door/Covering Opened	0	1	10	11	-.-
Defective Glazing (obscured window)	0	3	5	8	-.-
Vehicle Modifications	0	2	7	9	-.-
Fire	0	1	101	102	0.2
Overloaded/Oversized	0	2	6	8	-.-
Load Shifted/Spilled	0	2	11	13	-.-
Jack-Knife/Trailer Swing	1	0	12	13	-.-
Hydroplaning of Tires	0	1	5	6	-.-
Not Stated	74	6013	22694	28781	54.6
Total	140	12362	40308	52810	100.0

[1] *The reader is cautioned that the "vehicle defect" statistics are obtained from the traffic accident reports completed by the person reporting the collision and as such they may be unaware of any vehicle defect.*

Of the total number of vehicles involved in traffic collisions, 44.8% had "no apparent defect" at the time of collision occurrence. Only 0.8% or 425 of the vehicles involved were reported to have had a vehicle defect that contributed to a collision.

Distribution of At-Fault Vehicle Defect Factors in Collision Causation 2000



*Other includes defective tow hitch/yoke, defective exhaust system, hood/tailgate/door/covering opened, defective glazing (obscured window), overloaded/oversized, and hydroplaning of tires.

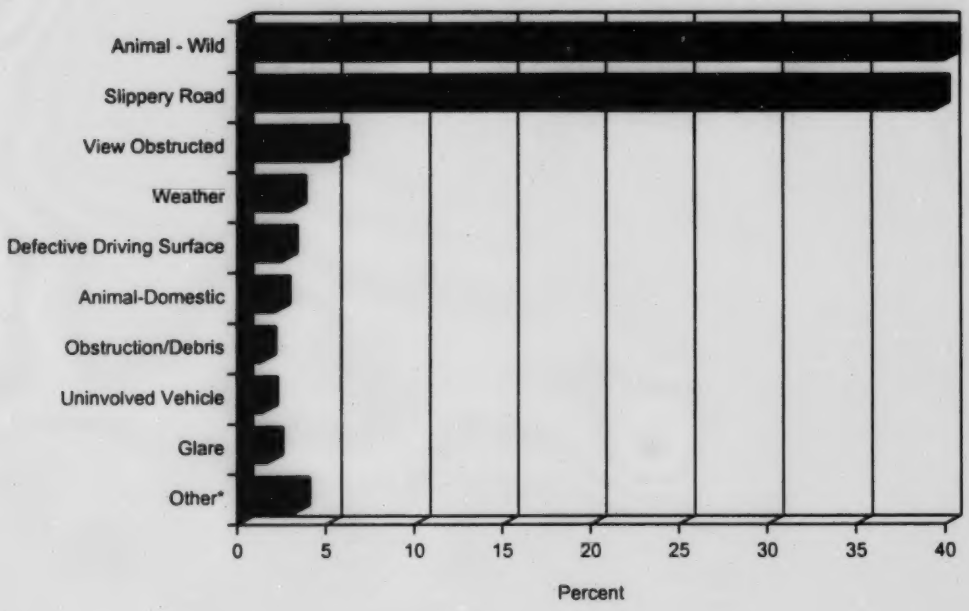
The distribution of at-fault "vehicle defects" is based on 425 vehicles involved in traffic collisions that had a *readily apparent* defect at time of collision occurrence.

Vehicle Involvement in Traffic Collisions by Environmental Condition and Collision Type 2000

Environmental Condition	Collision Type			Total	%
	Fatal	Injury	P. Damage		
No Apparent Contributing Factor	131	11269	35175	46575	88.2
Animal Action – Wild	0	162	2335	2497	4.7
Animal Action – Domestic	0	33	101	134	0.2
Slippery Road Surface	5	555	1897	2457	4.6
Snow Drift	1	16	63	80	0.2
Obstruction/Debris on Roadway	0	17	62	79	0.2
View Obstructed/Limited	0	79	260	339	0.6
Glare	1	34	70	105	0.2
Construction Zone	0	12	20	32	0.1
Defective Driving Surface	0	62	94	156	0.3
Shoulders Defective	0	4	8	12	-.-
Lane Markings Inadequate	0	0	0	0	0.0
Defective/Inoperative Traffic Control Device	0	3	7	10	-.-
Weather	1	64	120	185	0.4
Pedestrian Corridor in Use	0	10	6	16	-.-
Uninvolved Vehicle	0	22	66	88	0.2
Uninvolved Pedestrian	0	14	15	29	0.1
Presence of Prior Accident	1	6	9	16	-.-
Total	140	12362	40308	52810	100.0

Environmental conditions were cited as contributing factors for 11.8% of all vehicles involved in traffic collisions. The most significant factors were "wild animal action" (40.0%) and "slippery road surface" (39.4%).

Distribution of At-Fault Environmental Factors in Collision Causation 2000

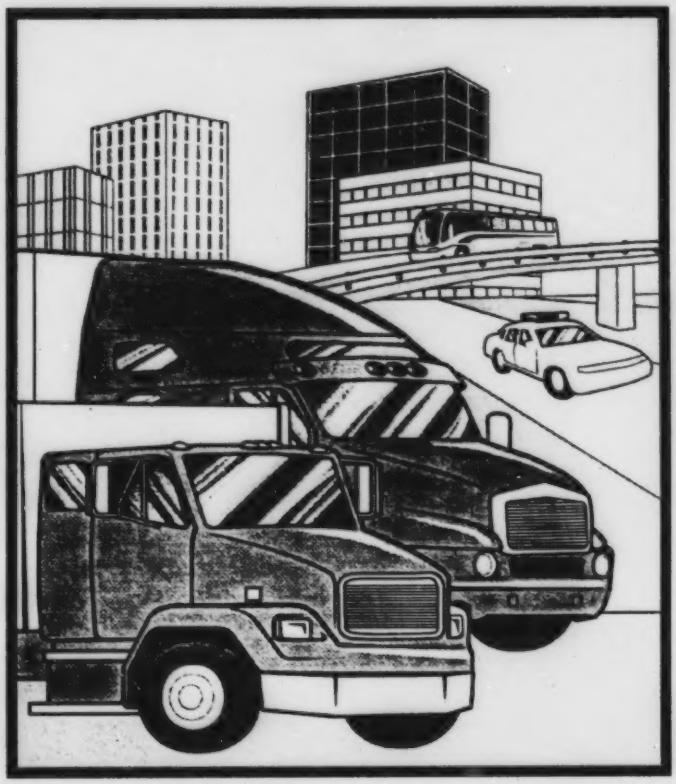


*Other includes snowdrift, construction zone, uninvolved pedestrian, pedestrian corridor, prior accident, defective shoulders, traffic control device and lane markings.

Environmental conditions were a factor in the involvement of 6,235 vehicles in collisions.

Section 10

National Safety Code Monitoring Report



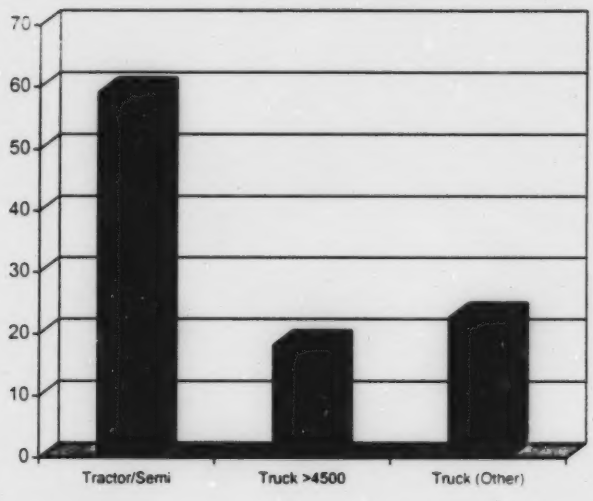
Commercial Vehicle Traffic Collisions[1] by NSC Commercial Vehicle Category and Collision Type 2000

Vehicle Category	Collision Type			Total	%
	Fatal	Injury	P. Damage		
Truck >4500 kg	4	153	513	670	30.4
Tractor/Semi	13	122	365	500	22.7
Truck (Other)	5	183	609	797	36.1
School Bus	0	9	46	55	2.5
Transit Bus	0	22	35	57	2.6
Intercity Bus	0	33	76	109	4.9
Bus (Other)	0	5	13	18	0.8
Total	22	527	1657	2206	100.0

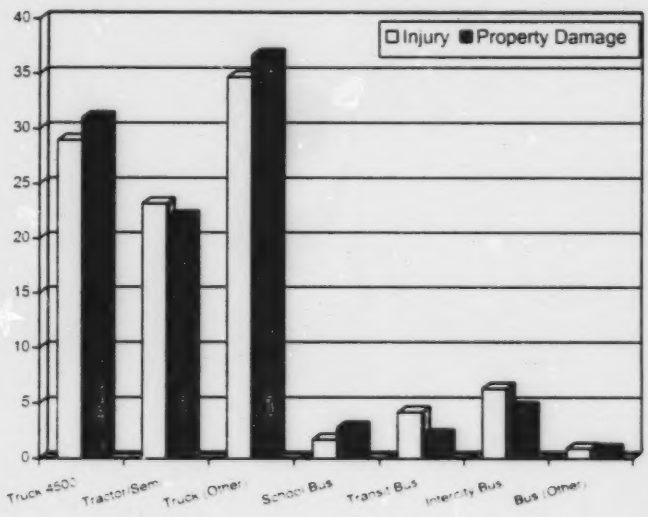
[1]Chart presents the number of commercial vehicles involved in traffic accidents by NSC vehicle category.

Percentage Comparison of Commercial Vehicle Collisions by NSC Commercial Vehicle Category and Collision Type 2000

Fatal



Injury and Property Damage

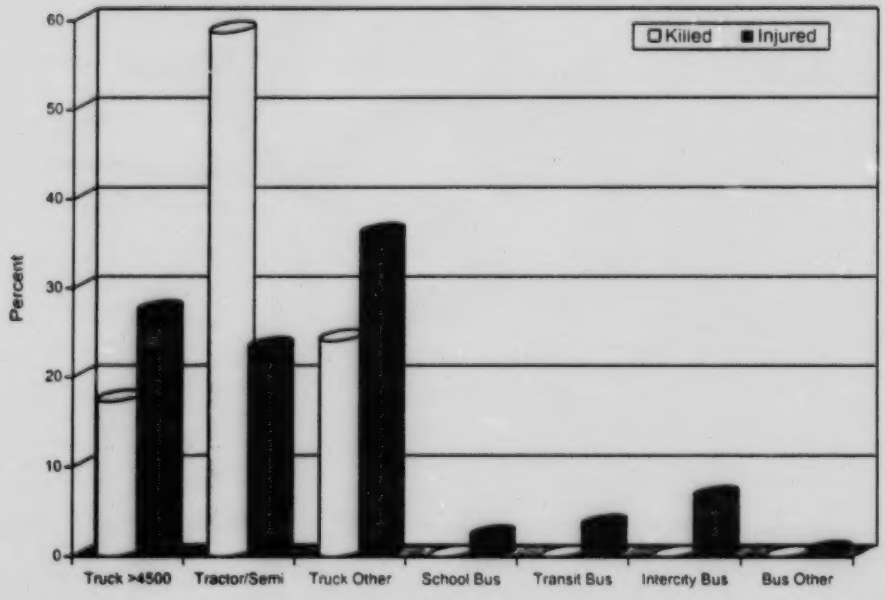


Commercial Vehicle Traffic Collision Victims[1] by NSC Commercial Vehicle Category and Injury Type 2000

Vehicle Category	Injury Type		Total	%
	Killed	Injured		
Truck >4500 kg	5	206	211	27.1
Tractor/Semi	17	175	192	24.6
Truck (Other)	7	271	278	35.7
School Bus	0	17	17	2.2
Transit Bus	0	26	26	3.3
Intercity Bus	0	51	51	6.5
Bus (Other)	0	5	5	0.6
Total	29	751	780	100.0

[1]Chart presents the number of people killed or injured when a commercial vehicle was involved in traffic accidents by NSC vehicle category.

Comparison of Commercial Vehicle Traffic Collision Victims by NSC Commercial Vehicle Category and Collision Severity 2000



Commercial Vehicle Involvement in Traffic Collisions by Pre-Collision Activity and Collision Type 2000

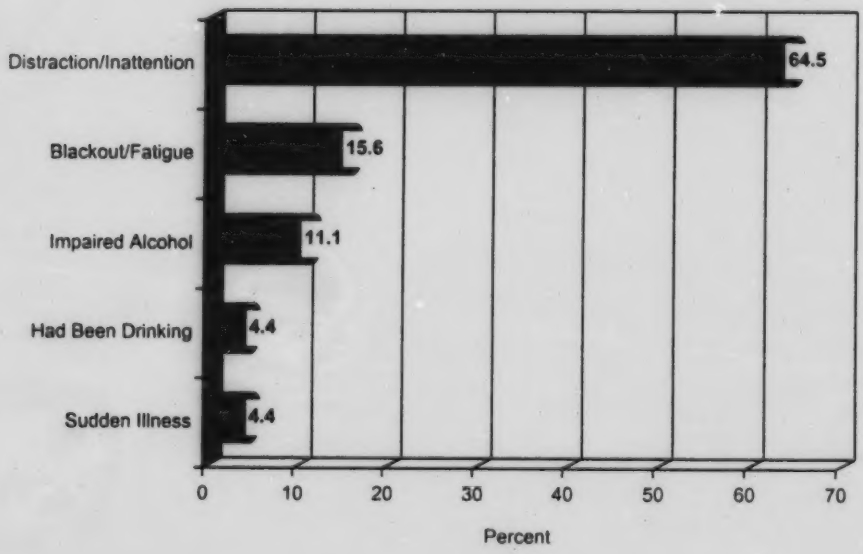
Pre-Collision Activity	Collision Type			Total	%
	Fatal	Injury	P. Damage		
Going Straight Ahead	15	183	439	637	45.2
Turning Left	0	43	87	130	9.2
Turning Right	0	14	81	95	6.8
Making U Turn	0	1	1	2	0.1
Changing Lanes – Left	1	7	12	20	1.4
Changing Lanes – Right	0	5	16	21	1.5
Merging	0	1	8	9	0.6
Reversing	0	4	75	79	5.6
Overtaking	0	4	8	12	0.9
Slowing/Stopping on Roadway	0	9	24	33	2.4
Stopped in Traffic	0	16	68	84	6.0
Starting in Traffic	0	3	6	9	0.6
Leave Parking Position/Roadside	0	0	9	9	0.6
Enter Parking Position/Roadside	0	0	6	6	0.4
Parked Legally	1	1	47	49	3.5
Parked Illegally	0	0	1	1	0.1
Swerving	0	3	8	11	0.8
Unknown	0	1	1	2	0.1
Not Applicable	0	49	151	200	14.2
Total	17	344	1048	1409	100.0

Of the total NSC vehicles involved in traffic collisions, 45.2% (637) were moving "straight ahead" when accident involvement occurred, 16.0% (225) were "turning left/right" and 6.0% (84) were "stopped in traffic".

Commercial Driver Involvement in Traffic Collisions by At-Fault Human Condition and Collision Type 2000

Human Condition	Collision Type			Total	%
	Fatal	Injury	P. Damage		
Apparently Normal	10	167	501	678	48.1
Blackout/Fell Asleep	0	5	2	7	0.5
Ability Impaired – Alcohol	0	4	1	5	0.4
Had Been Drinking/Suspected Alcohol Use	0	1	1	2	0.1
Distraction/Inattention	1	12	16	29	2.1
Sudden Illness	0	2	0	2	0.1
Not Stated	6	153	527	686	48.7
Total	17	344	1048	1409	100.0

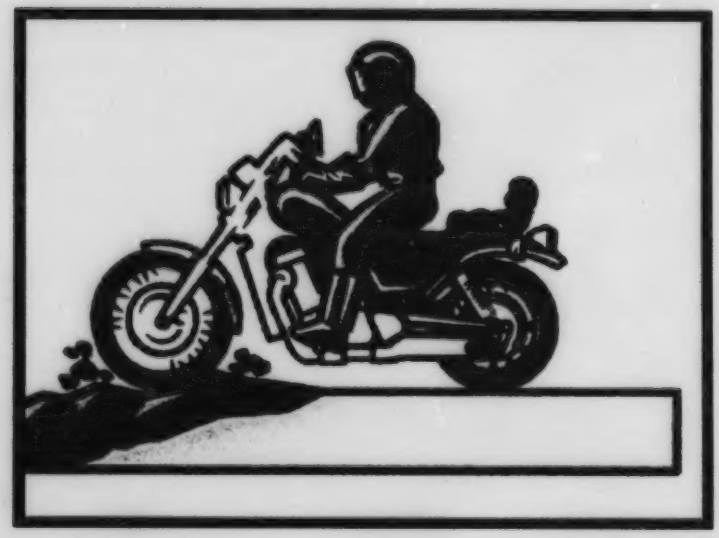
Distribution of At-Fault Human Condition Factors in Commercial Vehicle Traffic Collisions 2000



Known at-fault human condition factors accounted for 45 (3.2%) of the total commercial driver involvement in traffic collisions.

Section 11

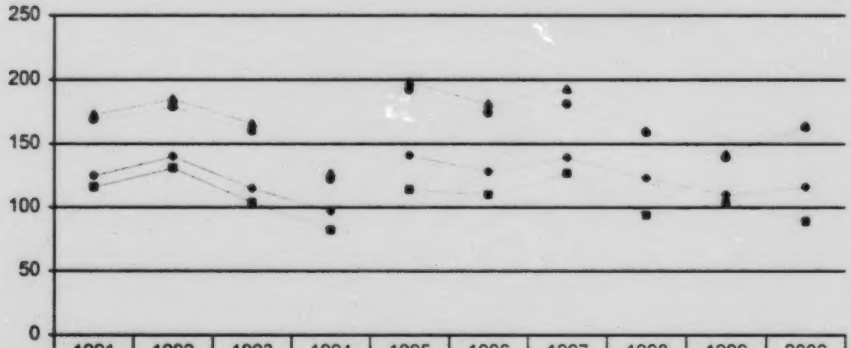
Off-Road Vehicle Collisions



Collision Summary
1991 – 2000

	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
Total Collisions	125	140	115	97	141	128	139	123	110	116
Fatal	7	6	3	9	11	7	12	10	8	9
Injury	80	104	78	59	84	84	87	64	76	64
Property Damage	38	30	34	29	46	37	40	49	26	43
Total Victims	116	131	104	82	114	110	127	94	104	89
Killed	7	6	3	9	11	8	15	10	8	10
Injured	109	125	101	73	103	102	112	84	96	79
Total Vehicles Involved	173	185	166	127	198	181	193	160	142	164
Fatal	10	9	5	11	16	8	21	13	9	17
Injury	111	132	117	78	110	118	116	83	99	85
Property Damage	52	44	44	38	72	55	56	64	34	62
Total Drivers Involved	169	179	160	122	192	174	181	159	139	163
Fatal	10	8	5	11	16	8	19	12	9	15
Injury	111	132	116	76	106	116	108	83	97	84
Property Damage	48	39	39	35	70	50	54	64	33	64

Comparison of Total Off-Road Vehicle Collisions
by Collision Victims, Vehicle and Driver Involvement
1991 – 2000



	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
Collisions	125	140	115	97	141	128	139	123	110	116
Victims	116	131	104	82	114	110	127	94	104	89
Vehicles	173	185	166	127	198	181	193	160	142	164
Drivers	169	179	160	122	192	174	181	159	139	163

Collision Summary by Vehicle Involvement 2000

	Snowmobile	ATV[1]	Motorcycle	Other[2]	Total
Total Collisions	69	17	3	27	116
Fatal	7	2	0	0	9
Injury	38	11	3	12	64
P. Damage	24	4	0	15	43
Total Victims	67	19	0	3	89
Killed	8	2	0	0	10
Injured	59	17	0	3	79
Total Vehicles Involved	99	25	0	40	164
Fatal	13	2	0	2	17
Injury	54	13	0	18	85
P. Damage	32	10	0	20	62
Total Drivers Involved	99	25	0	39	163
Fatal	11	2	0	2	15
Injury	54	13	0	17	84
P. Damage	34	10	0	20	64

[1]ATV (All Terrain Vehicles) includes 3, 4 and 6 wheel types.

[2]Vehicles not registered as an off-road vehicle, including not stated category.

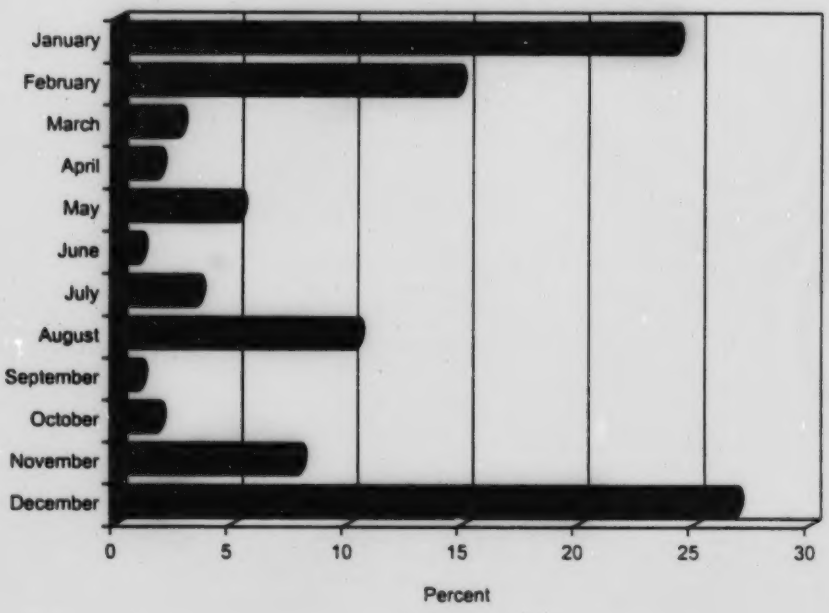
Snowmobiles accounted for 59.5% of total off-road collisions, 75.3% of all victims, 60.4% of all vehicles involved, and 60.7% of all drivers involved.

By Month of Occurrence and Collision Type
2000

Month	Collision Type			Total	%
	Fatal	Injury	P. Damage		
January	0	17	11	28	24.1
February	4	5	8	17	14.7
March	0	2	1	3	2.6
April	0	2	0	2	1.7
May	0	4	2	6	5.2
June	0	1	0	1	0.9
July	2	0	2	4	3.4
August	0	9	3	12	10.3
September	0	1	0	1	0.9
October	1	0	1	2	1.7
November	0	6	3	9	7.8
December	2	17	12	31	26.7
Total	9	64	43	116	100.0

December and January accounted for 50.8% (59) of the total off-road vehicle collisions. February had the highest percentage of fatal collisions at 44.5% (4). January and December each accounted for 26.6% of injury collisions (17).

Distribution of Total Off-Road Vehicle Collisions
by Month of Occurrence
2000

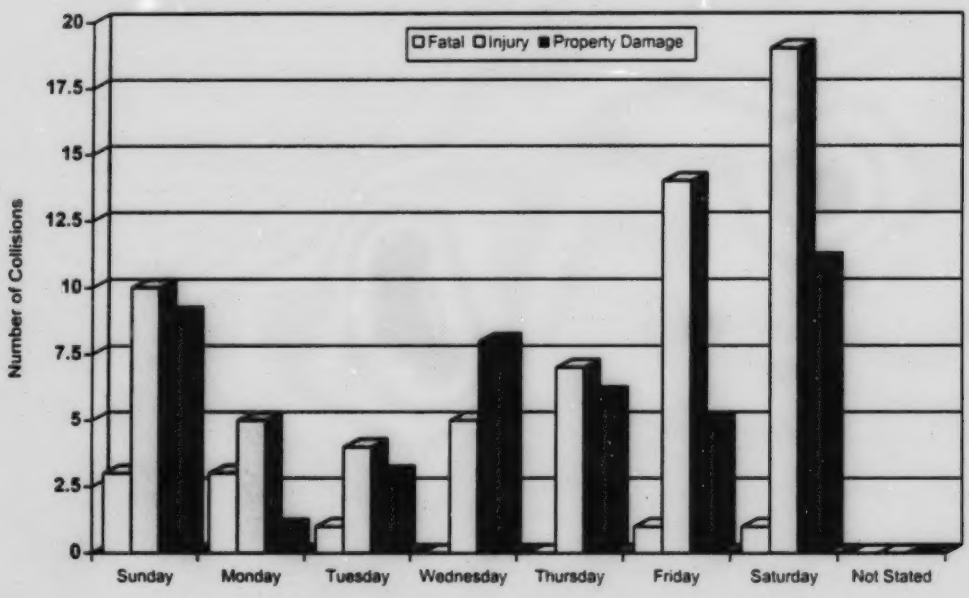


By Day of Occurrence and Collision Type
2000

Day	Collision Type			Total	%
	Fatal	Injury	P. Damage		
Sunday	3	10	9	22	19.0
Monday	3	5	1	9	7.8
Tuesday	1	4	3	8	6.9
Wednesday	0	5	8	13	11.2
Thursday	0	7	6	13	11.2
Friday	1	14	5	20	17.2
Saturday	1	19	11	31	26.7
Not Stated	0	0	0	0	0.0
Total	9	64	43	116	100.0

Fatal crashes occurred more frequently on Sunday and Monday (33.3%) and not at all on Wednesday and Thursday. Injury collisions occurred most often on Saturday and Friday (29.7% and 21.9% respectively), and least often on Tuesday, at 6.2%.

Comparison of Off-Road Vehicle Collisions
by Day of Occurrence and Collision Type
2000

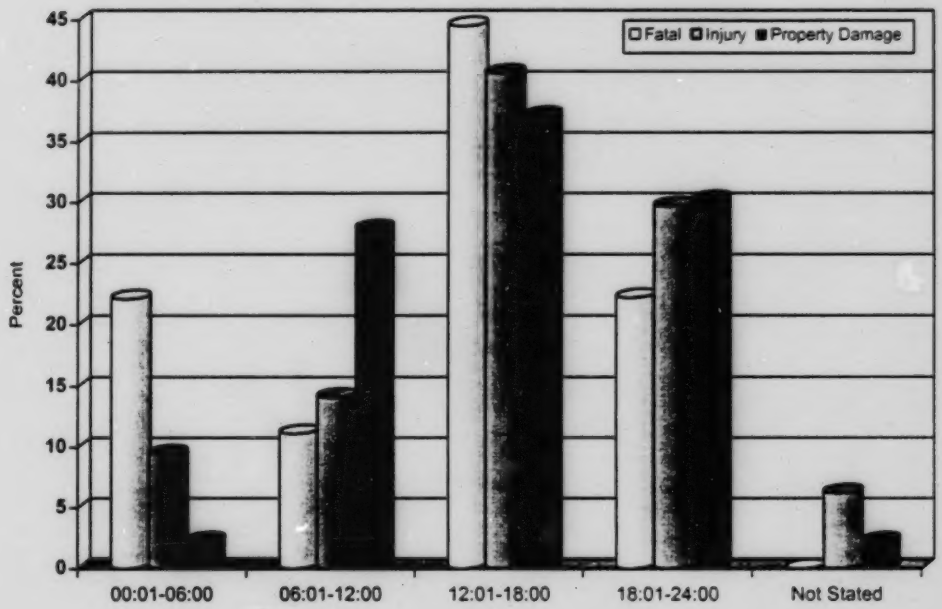


By Time of Occurrence and Collision Type
2000

Time	Collision Type			Total	%
	Fatal	Injury	P. Damage		
00:01 – 06:00	2	6	1	9	7.8
06:01 – 12:00	1	9	12	22	19.0
12:01 – 18:00	4	26	16	46	39.6
18:01 – 24:00	2	19	13	34	29.3
Not Stated	0	4	1	5	4.3
Total	9	64	43	116	100.0

The primary periods for off-road vehicle collisions were between 12:01 – 18:00 (39.6%) and 18:01 – 24:00 (29.3%).

Comparison of Total Off-Road Vehicle Collisions
by Time of Occurrence and Collision Type
2000

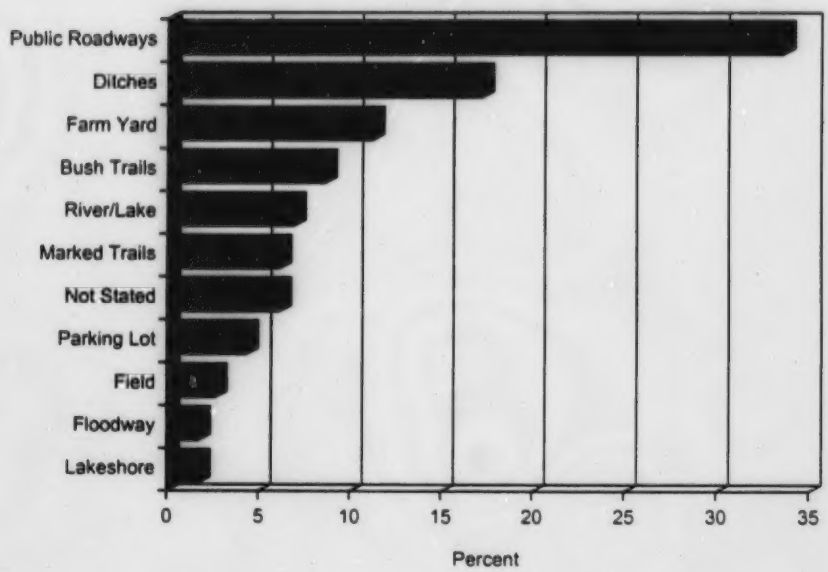


By Collision Location and Collision Type
2000

Location	Collision Type			Total	%
	Fatal	Injury	P. Damage		
Public Roadway	4	21	14	39	33.6
Ditches	0	13	7	20	17.2
River/Lake	1	5	2	8	6.9
Field	0	2	1	3	2.6
Bush Trails/Winter Road	1	5	4	10	8.6
Farm Yard/Private Property	2	7	4	13	11.2
Marked/Groom Trails	0	3	4	7	6.1
Parking Lot	0	2	3	5	4.3
Lakeshore	1	1	0	2	1.7
Floodway/Diversion	0	1	1	2	1.7
Not Stated	0	4	3	7	6.1
Total	9	64	43	116	100.0

"Public roadways" accounted for the largest percentage of off-road vehicle collisions, at 33.6%, followed by "ditches", at 17.2%, and "farm yard/private property", at 11.2%.

Distribution of Total Off-Road Vehicle Collisions
by Collision Location
2000



Off-Road Vehicle Collision Victims by Age Group, Injury Type, and Sex 2000

Age Group	Injury Type						Total Victims
	Killed			Injured			
	Male	Female	Total	Male	Female	Total	
0-4	0	0	0	0	0	0	0
5-9	0	0	0	1	1	2	2
10-14	0	0	0	8	5	13	13
15-19	4	0	4	18	2	20	24
20-24	1	0	1	12	0	12	13
25-34	1	0	1	9	1	10	11
35-44	1	0	1	15	2	17	18
45-54	2	0	2	5	0	5	7
55-64	0	0	0	0	0	0	0
65>	1	0	1	0	0	0	1
Not Stated	0	0	0	0	0	0	0
Total	10	0	10	68	11	79	89

Male victims made up 87.6% (78) of all persons killed or injured, whereas females made up 12.4% (11). Of 89 victims, the age group 15-19 accounted for the highest percentage, at 27.0%. They were followed by the age group 35-44, at 20.2% (18).

Off-Road Vehicle Collision Victims by Safety Equipment and Injury Type 2000

Safety Equipment	Injury Type		Total Victims
	Killed	Injured	
Safety Helmet Worn	4	33	37
Safety Helmet Not Worn	2	17	19
Not Stated	1	8	9
Not Applicable	3	21	24
Total	10	79	89

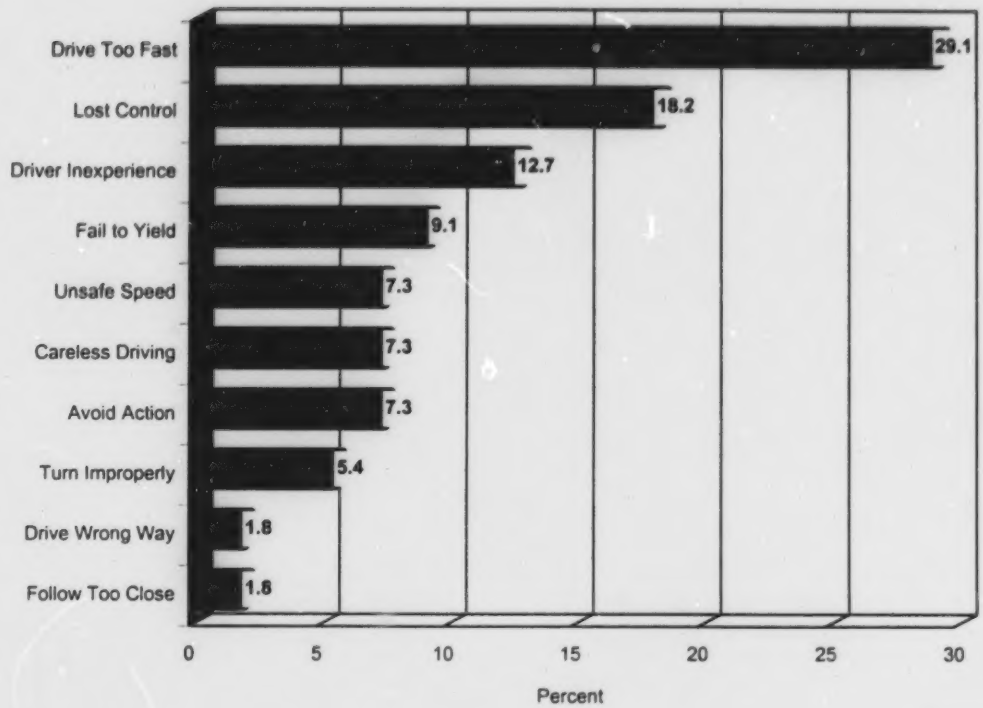
Of the total number of off-road vehicle collision victims, 21.3% (19) were reported as not wearing a safety helmet at time of collision occurrence. Safety helmet usage was unknown for a further 10.1% (9) of the victims.

Driver Involvement by Driver Action and Collision Type 2000

Driver Action	Collision Type			Total	%
	Fatal	Injury	P. Damage		
Drive Properly [1]	1	41	48	90	55.2
Follow Too Closely	0	0	1	1	0.6
Drive Too Fast For Conditions	10	6	0	16	9.8
Unsafe Operating Speed	0	4	0	4	2.5
Fail to Yield	0	3	2	5	3.1
Drive Wrong Way	0	1	0	1	0.6
Careless Driving	0	2	2	4	2.5
Lost Control/Drive off Roadway	3	6	1	10	6.1
Take Avoiding Action	0	3	1	4	2.5
Driver Inexperience	1	5	1	7	4.3
Turning Improperly	0	2	1	3	1.8
Not Stated	0	11	7	18	11.0
Total	15	84	64	163	100.0

[1] No apparent improper driving action.

Comparison of At-Fault Driver Actions
in Off-Road Vehicle Collisions
2000



At-fault driver actions accounted for 55 (33.7%) of all driver actions resulting in off-road vehicle collisions. Of these at-fault driving actions, "driving too fast for conditions" (29.1%), "losing control/drive off roadway" (18.2%), "driver inexperience" (12.7%), and "failing to yield" were the most frequently identified driver actions contributing to off-road vehicle collisions.

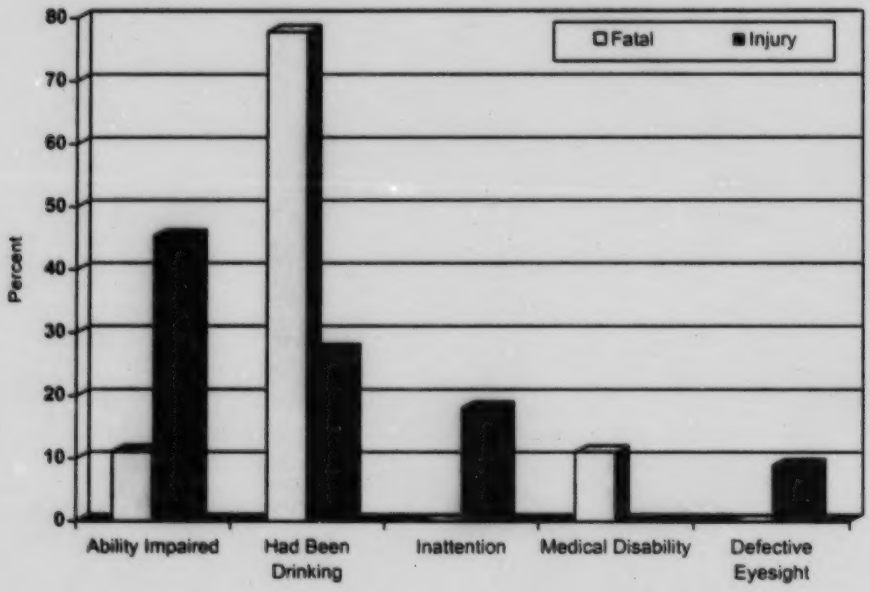
Driver Involvement
by At-Fault Human Condition Factors and Collision Type
2000

Human Condition	Collision Type			Total	%
	Fatal	Injury	P. Damage		
Apparently Normal	2	70	59	131	80.4
Distraction/Inattention	0	2	3	5	3.1
Ability Impaired by Alcohol	1	5	0	6	3.7
Had Been Drinking/Suspected Alcohol Use[1]	7	3	0	10	6.1
Medical Disability	1	0	0	1	0.6
Defective Eyesight	0	1	1	2	1.2
Not Stated	4	3	1	8	4.9
Total	15	84	64	163	100.0

[1] These statistics are understated and represent only those collisions where alcohol involvement was apparent.

Of the 163 drivers involved in off-road vehicle collisions, 24 or 14.7% were known to have at-fault human condition factors. Of the 15 drivers involved in fatal off-road vehicle collisions, 9 or 60.0% were known to have at-fault human condition factors. Overall, "had been/suspected alcohol use", "ability impaired by alcohol", and "distraction and inattention" were reported as the most common at-fault human condition factors.

Comparison of At-Fault Human Condition Factors
by Fatal and Injury Collision Type
2000

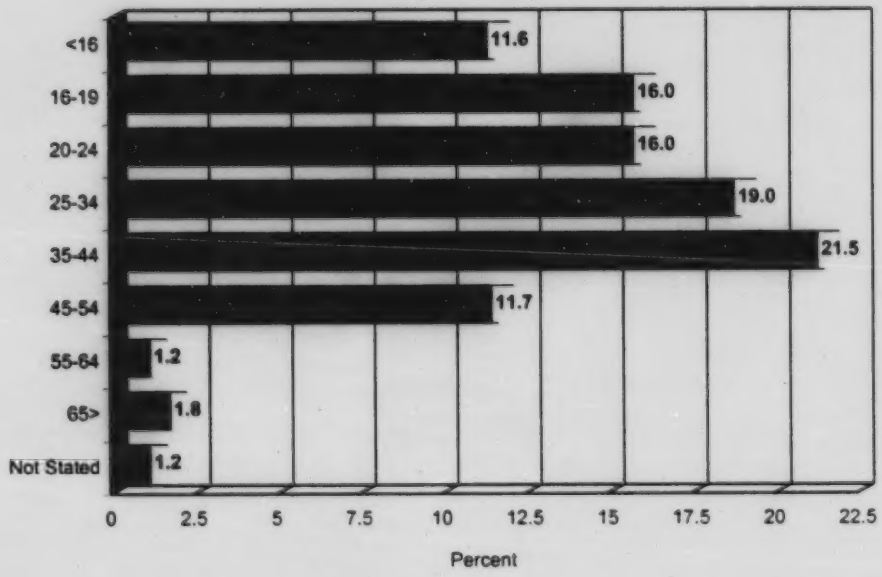


Driver Involvement
by Age Group and Collision Type
2000

Age Group	Collision Type			Total	%
	Fatal	Injury	P. Damage		
<16	0	15	4	19	11.6
16-19	2	15	9	26	16.0
20-24	2	14	10	26	16.0
25-34	3	13	15	31	19.0
35-44	4	17	14	35	21.5
45-54	3	8	8	19	11.7
55-64	0	0	2	2	1.2
65>	1	1	1	3	1.8
Not Stated	0	1	1	2	1.2
Total	15	84	64	163	100.0

Of the total number of drivers involved in off-road vehicle collisions, 21.5% were aged 35-44, 19.0% were aged 25-34, and 16.0% each were aged 16-19 and 20-24.

Distribution of Total Driver Involvement in Off-Road Vehicle Collisions
by Age Group
2000



Section 12

Alcohol-Related Criminal Code Offences

Total Alcohol-Related Criminal Code Offences by Accident/No Accident Involvement 1984 – 1999[1]

Year	Alcohol Content Over .08		Impaired Driving				Refuse Sample		Total
	253-B		253-A		255-2	255.3	254-5		
	No Accident	With Accident	No Accident	With Accident	Injury	Death	No Accident	With Accident	
1984	4045	525	461	100	0	0	501	95	5727
1985	4110	543	474	133	0	0	587	80	5927
1986	3802	528	490	132	22	4	560	113	5651
1987	3699	580	503	120	29	2	563	108	5604
1988	3395	535	467	146	33	2	559	115	5252
1989	3392	494	370	110	33	6	484	95	4984
1990	3276	421	332	73	28	2	411	73	4616
1991	3339	373	321	52	44	2	398	62	4591
1992	2683	335	269	55	41	3	321	45	3752
1993	2210	308	282	52	29	3	274	59	3217
1994	2208	308	344	61	34	2	292	70	3319
1995	2298	180	366	39	25	3	227	37	3175
1996	2133	134	303	31	24	0	227	23	2875
1997	2378	141	338	28	37	3	250	27	3202
1998	2413	74	377	27	36	1	274	17	3219
1999	2400	60	423	18	29	3	309	11	3253
% Change 98-99	-0.5	-18.9	+12.2	-33.3	-19.4	+200.0	+12.8	-35.3	+1.1

[1]Driver and Vehicle Licencing's alcohol statistic collection is structured to accommodate a "two-year" updating period due to a potential backlog in the court process. Consequently, there is a one-year delay in reporting alcohol statistics.

Overall, there has been a 43.2% decrease in the number of alcohol-related Criminal Code offences between 1984 and 1999, 5,727 to 3,253 respectively. Possible reasons for the decrease include the introduction of stiffer penalties in 1986 and Manitoba's countermeasure program in 1989. These penalties may have accounted for an immediate 4.7% (276) decrease between 1985 and 1986, and a further decrease of 11.8% (667) between 1986 and 1989. Manitoba's countermeasure program may also have initiated a decrease of 7.4% (368) from 4,984 in 1989 to 4,616 in 1990 and a further 37.7% (1,741) decline to 2,875 in 1996. Since 1996, the number of offences has risen 13.2%, to 3,253 - still well below the levels reached in the period prior to 1993. The level of law enforcement may also be a factor.

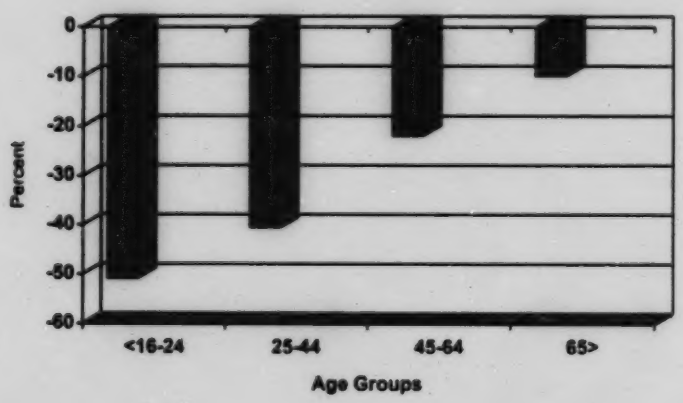
Total Alcohol-Related Criminal Code Offences[1] by Age Group 1987-1999

Age Group	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	% Change 87-99
<16	12	6	9	10	12	4	7	5	3	7	7	7	13	+8.3
16-17	169	156	124	119	104	86	64	49	82	66	105	109	81	-52.1
18-20	784	654	622	583	520	426	286	363	364	366	430	349	412	-47.4
21-24	1093	945	909	744	709	606	494	473	471	388	495	448	504	-53.9
25-29	1061	1066	983	940	923	667	584	553	518	447	451	495	484	-54.4
30-34	801	745	755	704	728	624	543	566	547	394	440	459	445	-44.4
35-39	541	552	516	538	527	431	402	435	422	387	440	455	429	-20.7
40-44	441	416	392	341	389	365	292	288	278	267	302	306	330	-25.2
45-49	254	271	242	223	240	206	194	205	177	208	201	227	248	-2.4
50-54	179	174	163	179	176	129	146	138	111	151	130	163	151	-15.6
55-59	125	130	133	92	110	83	79	88	86	71	78	82	56	-55.2
60-64	84	83	65	73	71	62	67	86	59	66	50	49	46	-45.2
65-69	38	38	46	46	47	42	31	42	33	32	44	39	28	-26.3
70-74	14	12	19	19	26	13	22	24	11	10	18	25	15	+7.1
75>	8	4	6	5	9	8	6	4	13	15	11	6	11	+37.5
Total	5604	5252	4984	4616	4591	3752	3217	3319	3175	2875	3202	3219	3253	-42.0

[1]Includes alcohol content over .08, impaired driving, impaired driving causing injury and/or death, and refuse sample.

Between 1987 and 1999, the number of alcohol-related Criminal Code offences declined by 42.0%, from 5,604 to 3,253. All age groups between 16 and 70 recorded declines in total alcohol-related Criminal Code offences between 1987 and 1999. These ranged from substantial declines of 55.2% and 54.4% for those aged 55-59 and 25-29 respectively to declines of 2.4% and 15.6% for the 45-49 and 50-54 age groups respectively.

Comparison of Percentage Change Statistics by Selected Age Groups 1987 - 1999



Comparison of Alcohol-Related Criminal Code Offences by Active Licenced Drivers and Selected Age Group 1986, 1990 and 1999[1]

Age Group	1986			1990			1999		
	Total Alcohol	% Total Alcohol	% Active Licenced Drivers	Total Alcohol	% Total Alcohol	% Active Licenced Drivers	Total Alcohol	% Total Alcohol	% Active Licenced Drivers
16-24[2]	2090	37.0	19.1	1456	31.5	16.3	1010	31.0	14.5
25-44	2837	50.2	45.6	2523	54.6	46.4	1688	51.9	40.4
45-64	661	11.7	24.4	567	12.3	25.0	501	15.4	30.6
65>	63	1.1	10.9	73	1.6	12.3	54	1.7	14.5
Total	5651	100.0	100.0	4619	100.0	100.0	3253	100.0	100.0

[1]Years chosen to reflect changes to Criminal Code penalties and the introduction of Manitoba's countermeasure program.
[2]Includes statistics for individuals <16 who were convicted of alcohol-related Criminal Code offence but who are not licenced drivers.

Certain age groups are over-represented in alcohol-related Criminal Code driving offences. In 1986, for example, drivers under 25 made up 19.1% of all licenced drivers but accounted for 37.0% of all drivers convicted of an alcohol-related Criminal Code offence. In 1999, this group accounted for 14.5% of licenced drivers and 31.0% of all drivers convicted of an alcohol offence.

Drivers between the ages of 25 to 44 years continue to record the highest number of alcohol-related Criminal Code offences and the highest percentage of licenced drivers. Drivers in this group made up 45.6%, 46.4% and 40.4% of the total number of licenced drivers and accounted for 50.2% (2,837), 54.6% (2,523) and 51.9% (1,688) of the total number of Criminal Code offences in 1986, 1990, and 1999 respectively.

Drivers in the age group 45-64 made up 24.4%, 25.0% and 30.6% of the licenced drivers and accounted for 11.7% (661), 12.3% (567) and 15.4% (501) of the total number of Criminal Code offences in 1986, 1990 and 1999 respectively.

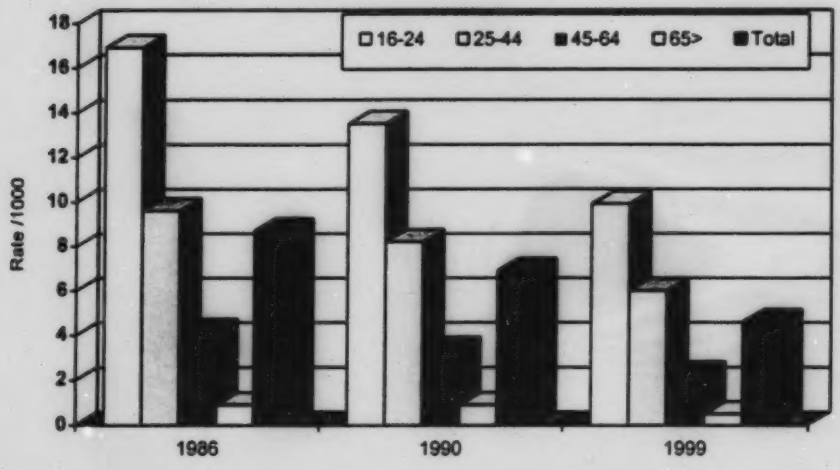
Drivers over 64 are likely to be under-represented in alcohol-related Criminal Code offences. This group made up 10.9%, 12.3% and 14.5% of the total licenced drivers but accounted for only 1.1% (63), 1.6% (73) and 1.7% (54) of the total number of Criminal Code offences in 1986, 1990 and 1999.

Ratio of Alcohol-Related Criminal Code Offences to Licenced Drivers by Selected Age Group 1986, 1990 and 1999

Age Group	1986			1990			1999		
	Alcohol Offences [1]	Licenced Drivers	Rate /1000	Alcohol Offences	Licenced Drivers	Rate /1000	Alcohol Offences	Licenced Drivers	Rate /1000
<16-24	2090	123707	16.9	1456	108060	13.5	1010	101851	9.9
25-44	2837	294105	9.6	2523	308301	8.2	1688	283966	6.0
45-64	661	157412	4.2	567	166000	3.4	501	214853	2.3
65>	63	70251	0.9	73	82203	0.9	54	102181	0.5
Total	5651	645475	8.7	4619	664564	6.9	3253	702851	4.6

[1]For comparative purposes the report assumes each alcohol-related Criminal Code conviction is for a single licenced driver although a single driver may obtain more than one alcohol-related Criminal Code conviction in any given year.

Comparison of Relative Involvement Rate /1000 by Age Group 1986, 1990 and 1999



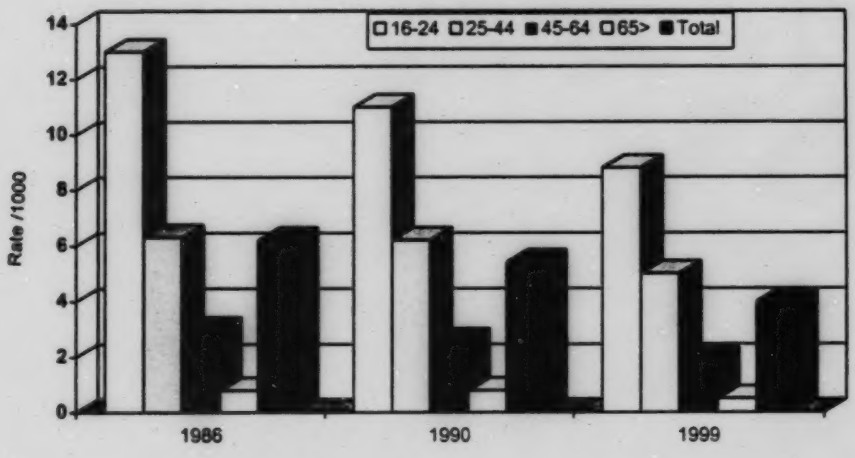
- Alcohol-related Criminal Code driving convictions declined by 42.4% between 1986 (5,651) and 1999 (3,253).
- Drivers under 25 had the highest rate of alcohol-related Criminal Code offences at 9.9 per 1,000 drivers in 1999. However, this rate was 41.4% below the rate of 16.9/1,000 recorded for 1986.
- Drivers aged 25-44 had the second highest involvement rate over the three years examined - 9.6 in 1986, 8.2 in 1990, and 6.0 in 1999. The 1999 rate was 37.5% below the 1986 rate.
- Drivers aged 45-64 had the third highest involvement rate over the three years - 4.2 in 1986, 3.4 in 1990, and 2.3 in 1999. The 1999 rate was 45.2% below the rate for 1986.
- The lowest involvement rate was recorded for drivers aged 65 or older. That rate never rose above 1.0 and, in 1999, was 44.4% below the rate for 1986 - 0.9 versus 0.5.

Driver Involvement in First Occurrence Alcohol-Related Criminal Code Offences by Age Group 1986, 1990 and 1999

Age Group	1986			1990			1999		
	Alcohol Offences [1]	Licenced Drivers	Rate /1000	Alcohol Offences	Licenced Drivers	Rate /1000	Alcohol Offences	Licenced Drivers	Rate /1000
<16-24	1606	123707	13.0	1185	108060	11.0	894	101851	8.8
25-44	1874	294105	6.3	1917	308301	6.2	1426	283966	5.0
45-64	476	157412	3.0	436	166000	2.6	415	214853	1.9
65>	57	70251	0.8	63	82203	0.8	46	102181	0.5
Total	4013	645475	6.2	3601	664564	5.4	2781	702851	4.0

[1]For comparative purposes the report assumes each alcohol-related Criminal Code conviction is for a single licenced driver although a single driver may obtain more than one alcohol-related Criminal Code conviction in any given year.

Comparison of First Occurrence Relative Involvement Rate /1000 by Age Group 1986, 1990 and 1999



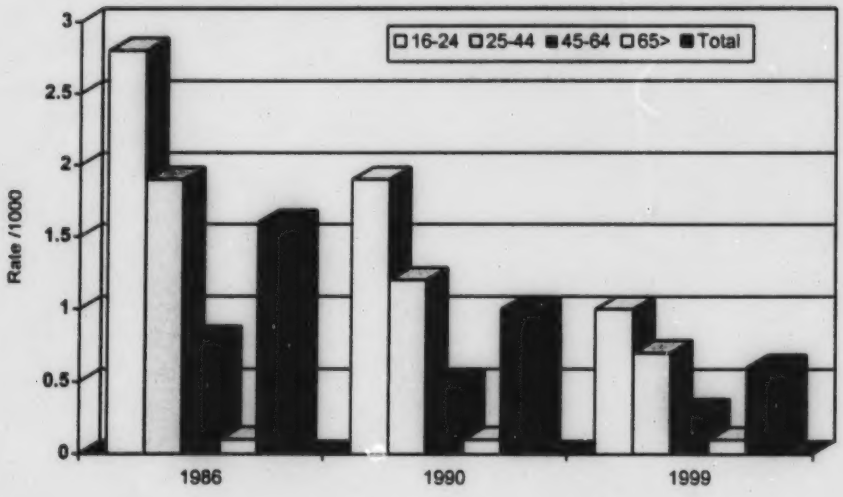
- Between 1986 and 1999, the number of drivers convicted of alcohol-related Criminal Code first offences decreased by 30.7% - from 4,013 to 2,781.
- Drivers under 25 maintained the highest involvement rate for first offences (per 1,000 drivers) for each of the three years - 13.0 in 1986, 11.0 in 1990, and 8.8 in 1999. However, the 1999 rate was 32.3% below the 1986 rate.
- Drivers aged 25-44 recorded the second highest involvement rate for first offences over each of the three years - 6.3 in 1986, 6.2 in 1990, and 5.0 in 1999. The 1999 rate was 20.6% below the 1986 rate.
- The first offence involvement rate for drivers aged 45-64 declined by 36.7% between 1986 and 1999 from 3.0 to 1.9.
- Drivers aged 65 or older recorded the lowest first offence involvement rate - 0.8 for 1986 and 1990 and 0.5 in 1999. The 1999 rate was 37.5% below the 1986 rate.

Driver Involvement in Second Occurrence Alcohol-Related Criminal Code Offences by Age Group 1986, 1990 and 1999

Age Group	1986			1990			1999		
	Alcohol [1] Convictions	Licenced Drivers	Rate /1000	Alcohol Convictions	Licenced Drivers	Rate /1000	Alcohol Convictions	Licenced Drivers	Rate /1000
<16-24	350	123707	2.8	204	108060	1.9	102	101851	1.0
25-44	551	294105	1.9	373	308301	1.2	205	283966	0.7
45-64	121	157412	0.8	88	166000	0.5	69	214853	0.3
65>	4	70251	0.1	6	82203	0.1	6	102181	0.1
Total	1026	645475	1.6	671	664564	1.0	382	702851	0.6

[1]For comparative purposes, the report assumes each alcohol-related Criminal Code conviction is for a single licenced driver although a single driver may obtain more than one alcohol-related Criminal Code conviction in any given year.

Comparison of Second Occurrence Relative Involvement Rate /1000 by Age Group 1986, 1990 and 1999



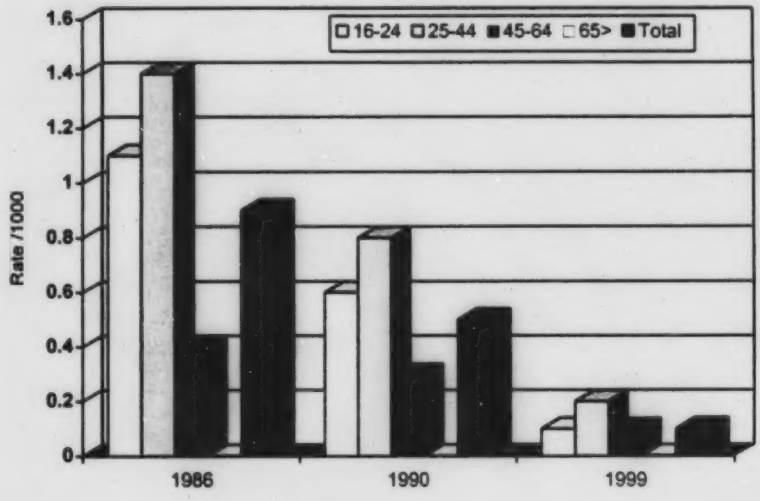
- Between 1986 and 1999, the number of drivers convicted of second offence alcohol-related Criminal Code offences decreased by 62.8% - from 1,026 to 382.
- Drivers under 25 maintained the highest involvement rate for second offences (per 1,000 drivers) for each of the three years - 2.8 in 1986, 1.9 in 1990, and 1.0 in 1999. However, the 1999 rate was 64.3% below the 1986 rate.
- Drivers aged 25-44 recorded the second highest involvement rate for second offences over each of the three years - 1.9 in 1986, 1.2 in 1990, and 0.7 in 1999. The 1999 rate was 63.2% below the 1986 rate.
- The second offence involvement rate for drivers aged 45-64 declined by 62.5% between 1986 and 1999 - from 0.8 to 0.3.
- Drivers over the age of 65 have maintained the lowest relative involvement rate of 0.1 per 1,000 drivers over the three years under review.

Driver Involvement in Third and Subsequent Occurrence Alcohol-Related Criminal Code Offences by Selected Age Group 1986, 1990 and 1999

Age Group	1986			1990			1999		
	Alcohol [1] Convictions	Licenced Drivers	Rate /1000	Alcohol Convictions	Licenced Drivers	Rate /1000	Alcohol Convictions	Licenced Drivers	Rate /1000
<16-24	134	123707	1.1	67	108060	0.6	14	101851	0.1
25-44	412	294105	1.4	233	308301	0.8	57	283966	0.2
45-64	64	157412	0.4	43	166000	0.3	17	214853	0.1
65>	2	70251	-.-	1	82203	-.-	2	102181	-.-
Total	612	645475	0.9	344	664564	0.5	90	702851	0.1

[1] *For comparative purposes, the report assumes each alcohol-related Criminal Code conviction is for a single licenced driver, although a single driver may obtain more than one alcohol-related Criminal Code conviction in any given year.*

Comparison of Third and Subsequent Occurrence Relative Involvement Rate /1000 by Selected Age Group 1986, 1990 and 1999



- Between 1986 and 1999, the number of drivers convicted of alcohol-related Criminal Code offences decreased by 85.3% - from 612 to 90.
- Drivers aged 25-44 accounted for 63.3% of third conviction drivers in 1999 (57 of 90) but this group's total declined by 86.2% between 1986 and 1999 - from 412 to 57.
- Drivers aged 45-64 accounted for the second highest percentage of third conviction drivers in 1999, at 18.9%, but the number (17) was 73.4% below the 64 recorded in 1986.
- The number of drivers under 25 receiving a third conviction declined by 89.6% between 1986 and 1999 - from 134 to 14.
- No more than two drivers aged 65 or older recorded a third conviction in any of the three years.

Total Alcohol-Related Criminal Code Offences by Age Group and Conviction Type 1999*

Age Group	Alcohol Content Over .08		Impaired Driving				Refuse Sample		Total
	253-B		253-A		255-2	255-3	254-5		
	No Accident	With Accident	No Accident	With Accident	Injury	Death	No Accident	With Accident	
<16	8	0	2	0	0	0	3	0	13
16-17	65	2	8	0	1	0	5	0	81
18-20	322	2	51	2	6	1	26	2	412
21-24	375	11	69	4	6	0	37	2	504
25-29	375	6	53	1	6	1	42	0	484
30-34	311	8	65	4	4	0	52	1	445
35-39	309	13	52	4	3	0	47	1	429
40-44	222	9	50	2	2	0	44	1	330
45-49	175	5	38	0	0	1	26	3	248
50-54	117	0	18	1	1	0	13	1	151
55-59	46	2	2	0	0	0	6	0	56
60-64	30	1	7	0	0	0	8	0	46
65-69	25	1	2	0	0	0	0	0	28
70-74	13	0	2	0	0	0	0	0	15
75>	7	0	4	0	0	0	0	0	11
Total	2400	60	423	18	29	3	309	11	3253

** Driver and Vehicle Licencing's alcohol statistics collection is structured to accommodate a "two year" updating period due to a potential backlog in the court process. Consequently, there is a one-year delay in reporting alcohol statistics.*

PART TWO

Traffic Collision Statistics

MANITOBA

Provincial Trunk Highways and Provincial Roads

Traffic Engineering Branch

Transportation and Government Services

2000

Preface

The following report provides an analysis of reported traffic collisions on record that have been identified as occurring on the provincial highway system. The purpose of producing these statistics is to provide an overview of the types of collisions that occur on the highway system; to attempt to identify collision prone locations; and to provide a basis of comparison for these collision prone locations. It is a continuation of the "1999 Traffic Collision Statistics on Manitoba Provincial Trunk Highways and Provincial Roads" compiled by the Traffic Engineering Branch.

In Section 1, the traffic collision statistics are summarized according to the categories urban, suburban and rural and by the total number of collisions occurring in each. These categories are defined according to the legal, posted speed limit on the provincial highway system: the urban category - 50 or 60 km/h; suburban category - 70 or 80 km/h; and rural category - 90 or 100 km/h. Section 2, construction-related collisions, provides an overview of traffic collisions that were reported to occur within construction or maintenance zones. The last section, Comparison of Intersection Collision Data, presents an overview of traffic collisions by intersection. The intersection data is presented according to eleven intersection types based on their functional classification, and whether they are in a rural, suburban or urban environment.

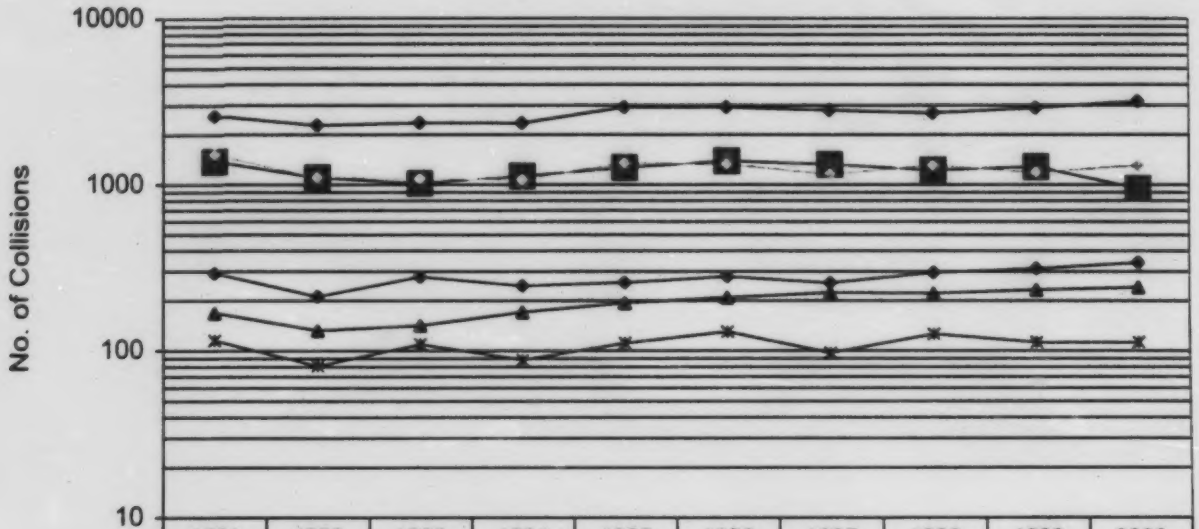
In 2000 there were 5866 reported collisions on record that involved 8157 vehicles. Due to different speed limits on intersecting highways this report reflects 168 collisions more than actually occurred. Slightly over 67% of the total collisions occurred on the rural highway system.

Users of this report are invited to comment on the format of the data provided and to make suggestions as to any other data that would be useful. The Traffic Engineering Branch is located at 1510 - 215 Garry Street, Winnipeg, telephone: (204) 945-3781 fax: (204) 948-2554.

Section 1

Provincial Highway Collisions

Collision Trends by Posted Speed Limit
1991 - 2000



	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
100	2595	2276	2361	2349	2918	2916	2806	2697	2898	3162
90	1382	1106	1022	1126	1271	1392	1327	1225	1284	950
80	169	132	142	171	194	209	224	222	233	241
70	292	212	279	246	257	280	256	296	313	339
60	115	81	109	88	111	130	97	126	112	112
50	1525	1104	1087	1070	1353	1330	1156	1311	1185	1312

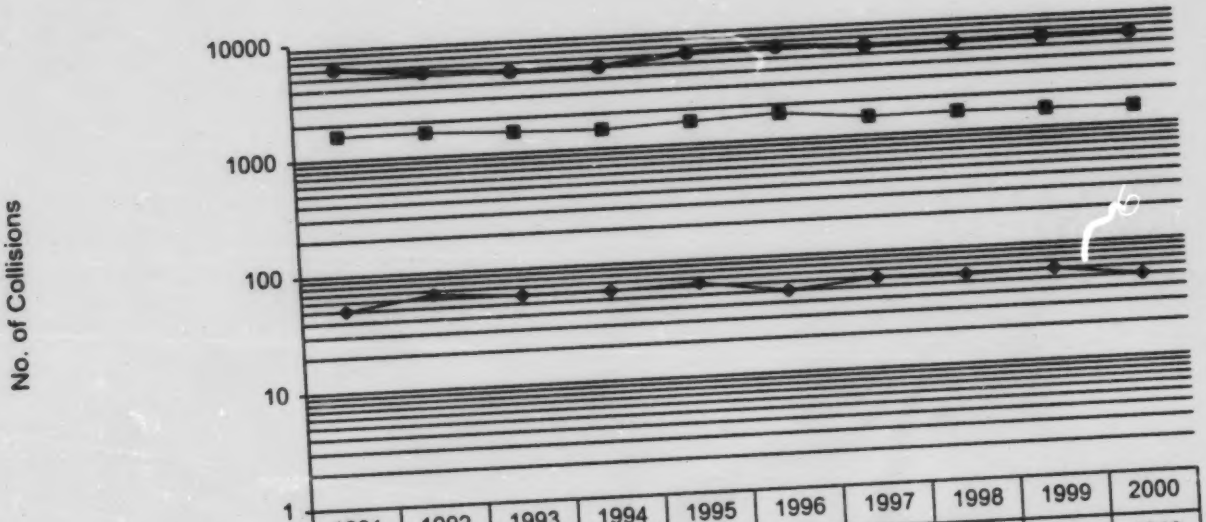
In the late summer of 1999 the legal speed limit on approximately 2200 kilometres of highway was raised from 90 km/h to 100 km/h. This increases the total length of highways in the province of Manitoba at 100 km/h to approximately 9500 kilometres.

By Severity and Category
2000

Severity	Category			Total
	Rural	Suburban	Urban	
Fatal	43	7	0	50
Injury	854	186	325	1365
Property Damage	3173	362	1081	4616
Total	4070	555	1406	6031

* The total of 6031 represents 5866 reported collisions on record plus 165 collisions that occurred at the intersection of two highways that do not have the same legal speed limit (and hence fall into more than one Category).

Collision History
by Severity



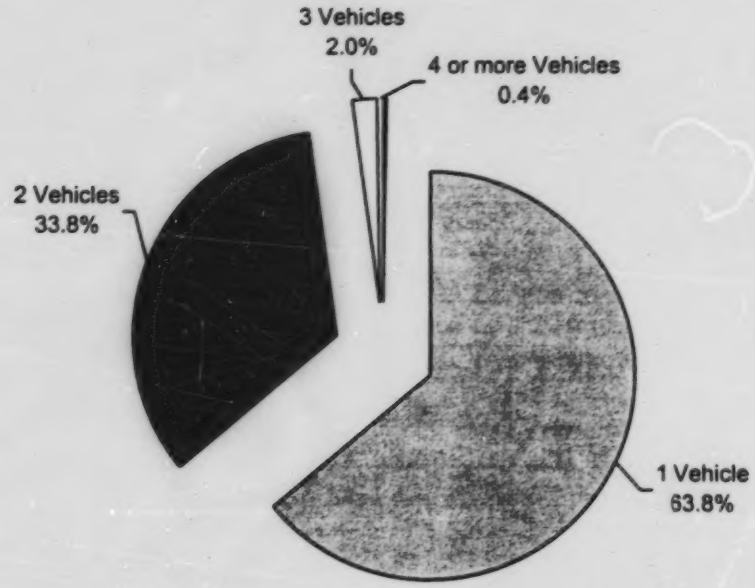
	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
Property Damage	4476	3707	3488	3598	4539	4582	4421	4407	4585	4646
Injury	1552	1550	1453	1393	1502	1625	1386	1412	1380	1365
Fatal	50	65	59	59	63	50	59	58	60	50
Total	6078	5322	5000	5050	6104	6257	5866	5877	6025	6031

By Number of Vehicles Involved and Category 2000

No. of Vehicles	No. of Collisions	Category			Total
		Rural	Suburban	Urban	
1	3745	3329	189	227	3745
2	1983	1319	566	2081	3966
3	116	75	63	210	348
4	17	16	0	52	68
5	3	5	5	5	15
6	1	0	6	0	6
9	1	0	9	0	9
Total	5866	4744	838	2575	8157

* The total of 8157 represents the total number of vehicles involved in collisions on record.

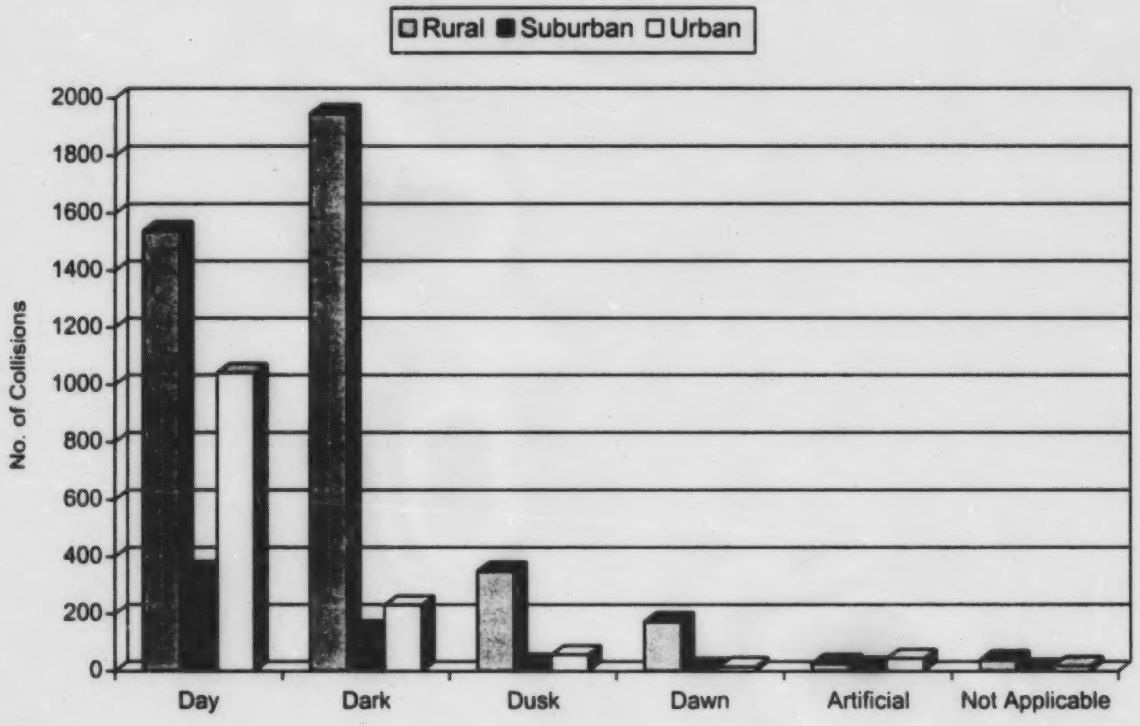
of Collisions by Number of Vehicles Involved 2000



By Light Condition and Category
2000

Condition	Category			Total
	Rural	Suburban	Urban	
Day	1538	351	1041	2930
Dawn	173	12	15	200
Dusk	350	26	57	433
Dark	1945	143	231	2319
Artificial	26	15	44	85
Not Applicable	38	8	18	64
Total	4070	555	1406	6031

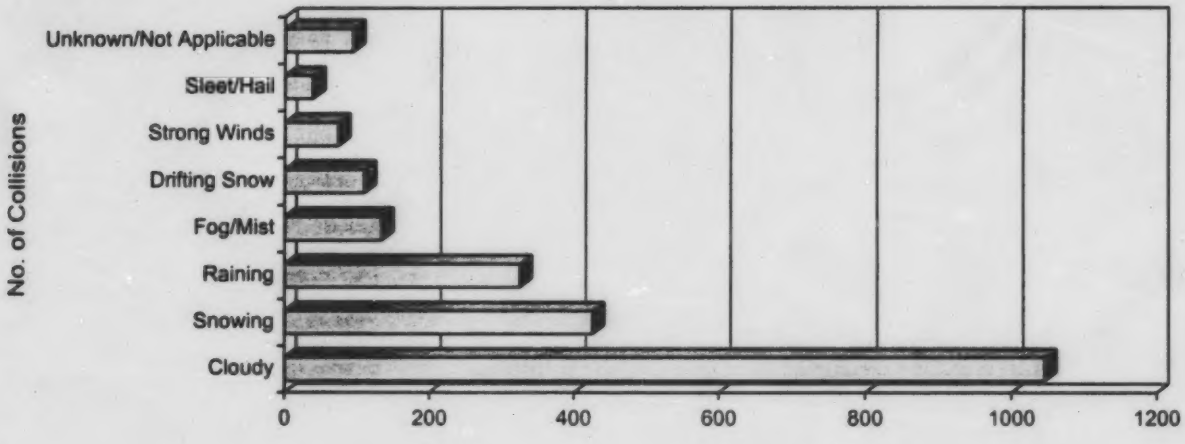
Collisions by Light Conditions
2000



By Weather Condition and Category
2000

Condition	Category			Total
	Rural	Suburban	Urban	
Clear	2579	332	865	3776
Cloudy	635	106	305	1046
Raining	194	40	92	326
Snowing	290	48	88	426
Fog or Mist	118	6	10	134
Smoke or Dust	6	0	0	6
Freezing Rain/Sleet/Hail	35	1	3	39
Drifting Snow	88	8	14	110
Strong Winds	64	5	5	74
Unknown	1	0	5	6
Not Applicable	60	9	19	88
Total	4070	555	1406	6031

Collisions by Weather Condition
2000

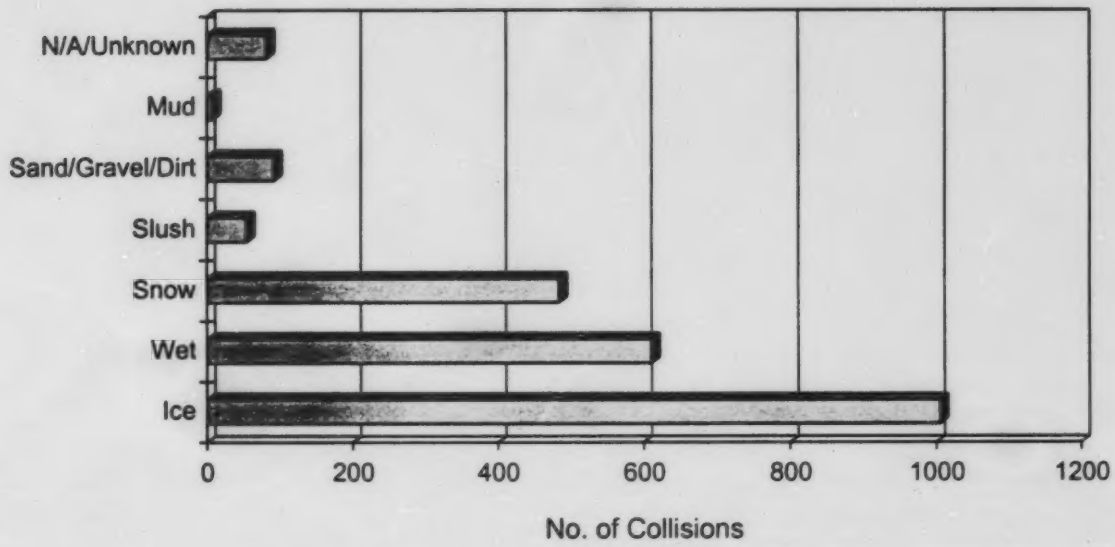


Note: The "Clear" condition has been excluded from the graph to present the remaining conditions in a clearer manner.

By Road Surface Condition and Category
2000

Condition	Category			Total
	Rural	Suburban	Urban	
Dry	2632	326	740	3698
Wet	376	70	165	611
Mud	5	1	1	7
Snow	289	38	157	484
Ice	607	102	296	1005
Slush	35	5	14	54
Loose Sand/Gravel/Dirt	73	2	16	91
Fresh Oil	0	0	0	0
Not Applicable & Unknown	53	11	17	81
Total	4070	555	1406	6031

Collisions by Road Surface Condition
2000

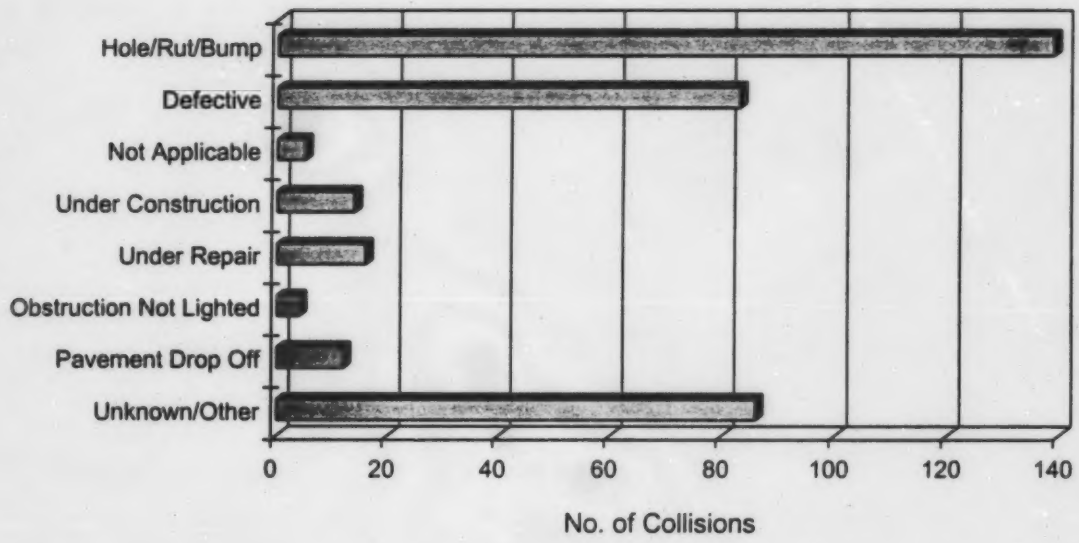


Note: The "Dry" condition has been excluded from the graph to present the remaining conditions in a clearer manner.

By Road Condition and Category
2000

Condition	Category			Total
	Rural	Suburban	Urban	
Good	3803	527	1342	5672
Defective	58	6	19	83
Under Repair	11	1	4	16
Under Construction	10	0	4	14
Obstruction Not Lighted	1	0	3	4
Hole/Rut/Bump	120	9	10	139
Pavement Drop Off	8	1	3	12
Unknown/Other	57	9	20	86
Not Applicable	2	2	1	5
Total	4070	555	1406	6031

Collisions by Road Condition
2000

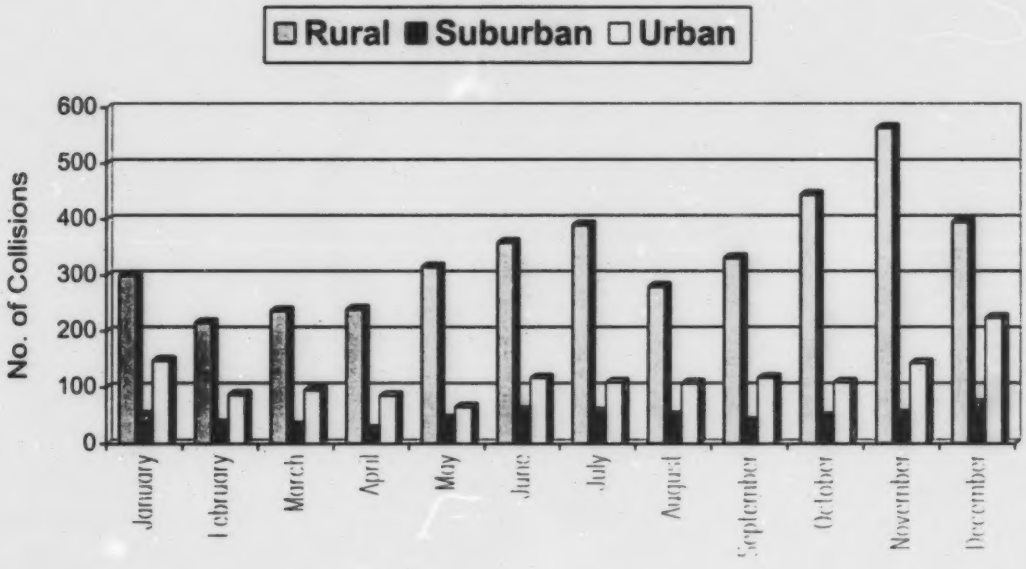


Note: The "Good" condition has been excluded from the graph to present the remaining conditions in a clearer manner.

By Month of Occurrence and Category
2000

Month	Category			Total
	Rural	Suburban	Urban	
January	300	50	148	498
February	215	35	87	337
March	236	31	95	362
April	239	25	85	349
May	315	43	65	423
June	359	58	117	534
July	390	56	109	555
August	280	49	107	436
September	331	39	117	487
October	445	47	109	601
November	564	52	143	759
December	396	70	224	690
Total	4070	555	1406	6031

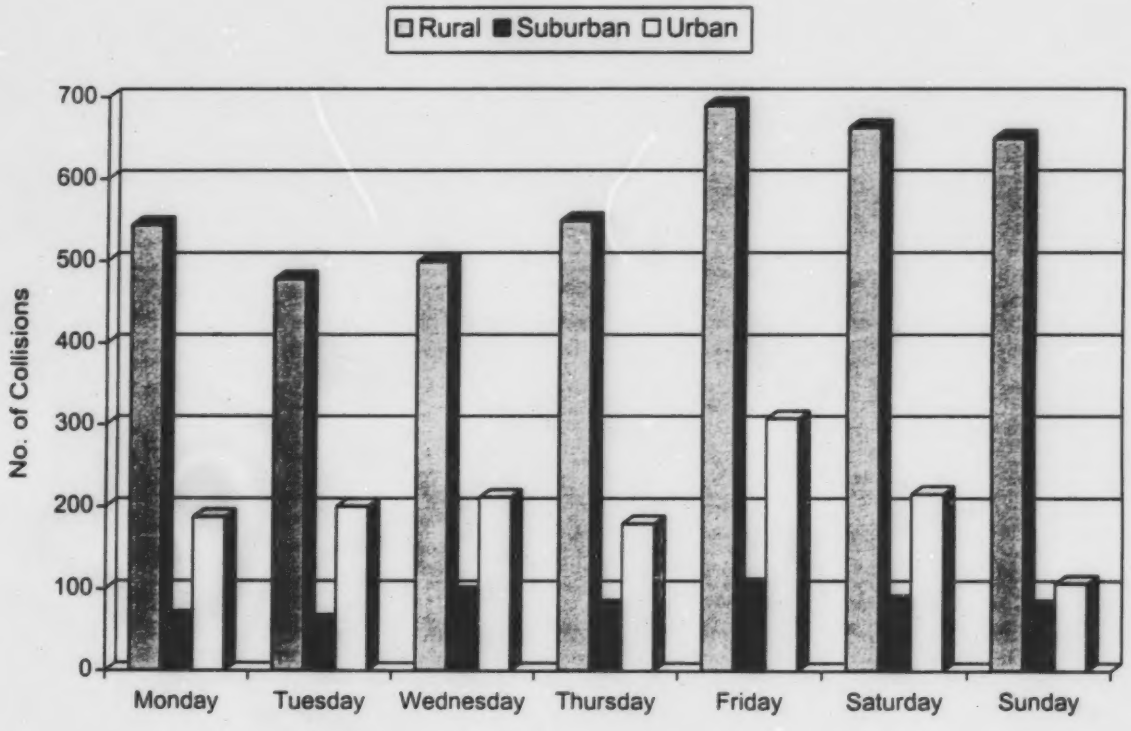
Collisions by Month of Occurrence and Category
2000



By Day of Week and Category
2000

Day of Week	Category			Total
	Rural	Suburban	Urban	
Monday	544	63	187	794
Tuesday	478	59	200	737
Wednesday	499	93	211	803
Thursday	549	77	179	805
Friday	689	103	307	1099
Saturday	662	83	215	960
Sunday	649	77	107	833
Total	4070	555	1406	6031

Collisions by Day of the Week and Category
2000



By Hour of Day and Category
2000

Hour	Category			Total
	Rural	Suburban	Urban	
00:01 - 01:00	108	8	12	128
01:01 - 02:00	85	7	9	101
02:01 - 03:00	84	11	11	106
03:01 - 04:00	62	4	11	77
04:01 - 05:00	59	7	5	71
05:01 - 06:00	88	6	6	100
06:01 - 07:00	176	13	9	198
07:01 - 08:00	199	25	29	253
08:01 - 09:00	121	19	47	187
09:01 - 10:00	103	25	46	174
10:01 - 11:00	131	29	55	215
11:01 - 12:00	128	17	91	236
12:01 - 13:00	108	27	111	246
13:01 - 14:00	107	31	119	257
14:01 - 15:00	141	35	107	283
15:01 - 16:00	138	43	134	315
16:01 - 17:00	157	54	154	365
17:01 - 18:00	252	59	105	416
18:01 - 19:00	307	31	70	408
19:01 - 20:00	281	17	63	361
20:01 - 21:00	249	19	45	313
21:01 - 22:00	312	17	44	373
22:01 - 23:00	372	20	51	443
23:01 - 24:00	189	18	39	246
Not Stated	113	13	33	159
Total	4070	555	1406	6031

By Vehicle Type and Category
2000

Vehicle Type	Category			Total
	Rural	Suburban	Urban	
Automobile	2416	469	1548	4433
Mini Van/Multi Purpose Van	475	81	224	780
Van under 4500 kg	150	25	78	253
Pick Up under 4500 kg	1198	175	550	1923
Truck over 4500 kg (Unit Chassis)	107	23	28	158
Power Unit for Semi-Trailer	184	18	26	228
Truck/Camper	3	2	2	7
Motorhome	7	2	1	10
Truck (Other)	130	22	53	205
School Bus	3	1	7	11
Transit Bus (Urban)	1	0	0	1
Inter-City Bus	1	0	1	2
Bus (Other)	2	1	2	5
Motorcycle/Scooter	30	11	13	54
Bicycle	1	0	11	12
Ambulance	1	0	2	3
Police	7	0	0	7
Motorized Snow Vehicle	0	0	1	1
Farm Equipment	10	1	1	12
Construction Equipment	8	2	4	14
Snowmobile	3	0	2	5
All-Terrain Vehicle	0	2	1	3
Pedestrian	7	3	20	30
Total	4744	838	2575	8157

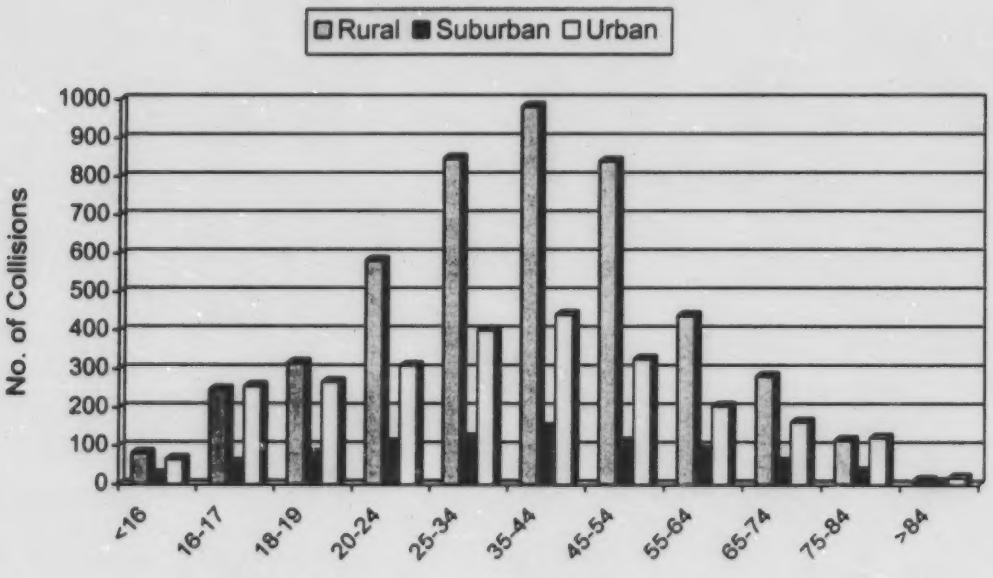
By Collision Configuration and Category
2000

Configuration	Category			Total
	Rural	Suburban	Urban	
Rear End	221	146	436	803
Head On	37	4	5	46
Side Swipe (Opposite Direction)	25	8	8	41
Side Swipe (Same Direction)	66	21	45	132
Overtaking	35	12	26	73
Right Turn (Rear End)	8	2	10	20
Right Turn (Head On)	8	3	13	24
Left Turn (Head On)	7	6	31	44
Left Turn (Rear End)	11	6	14	31
Left Turn (Classic)	28	26	116	170
Intersection (90 Degrees)	156	87	272	515
Off Road – Right	438	36	34	508
Off Road - Left	434	35	19	488
Fixed Object	111	26	48	185
Parking	0	1	36	37
Pedestrian	7	3	17	27
Other	2478	133	276	2887
Total	4070	555	1406	6031

Driver/Pedestrian Involvement By Age Group and Category 2000

Age Group	Category			Total
	Rural	Suburban	Urban	
<16	81	26	66	173
16-17	247	56	256	559
18-19	316	80	267	663
20-24	582	107	309	998
25-34	848	121	401	1370
35-44	981	148	441	1570
45-54	840	111	326	1277
55-64	439	89	205	733
65-74	282	59	163	504
75-84	116	35	122	273
>84	12	6	19	37
Total	4744	838	2575	8157

Driver/Pedestrian Involvement in Provincial Highway Collisions
By Age Group and Category
2000

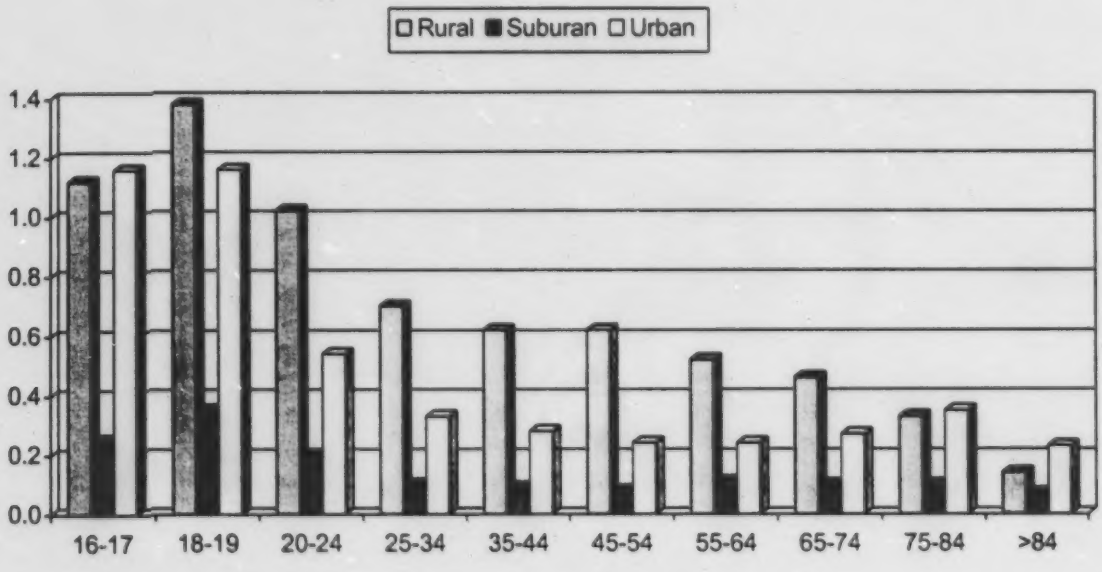


Percentage of Total Licenced Drivers Involved in Collisions by Age Group and Category* 2000

Age Group	Total Licenced Drivers	Category			Total (%)
		Rural (%)	Suburban (%)	Urban (%)	
16-17	22038	1.12	0.25	1.16	2.53
18-19	22933	1.38	0.35	1.16	2.89
20-24	57333	1.02	0.19	0.54	1.75
25-34	121846	0.70	0.10	0.33	1.13
35-44	157251	0.62	0.09	0.28	0.99
45-54	136544	0.62	0.08	0.24	0.94
55-64	84353	0.52	0.11	0.24	0.87
65-74	60719	0.46	0.10	0.27	0.83
75-84	35116	0.33	0.10	0.35	0.78
>84	8379	0.14	0.07	0.23	0.44

* The data contained in this table is calculated by dividing the number of reported collisions within each age group into the total number of licenced drivers (see Page 13, Section 2, Part 1, Driver Licensing). It is assumed that each category is exposed to all drivers licenced within the province.

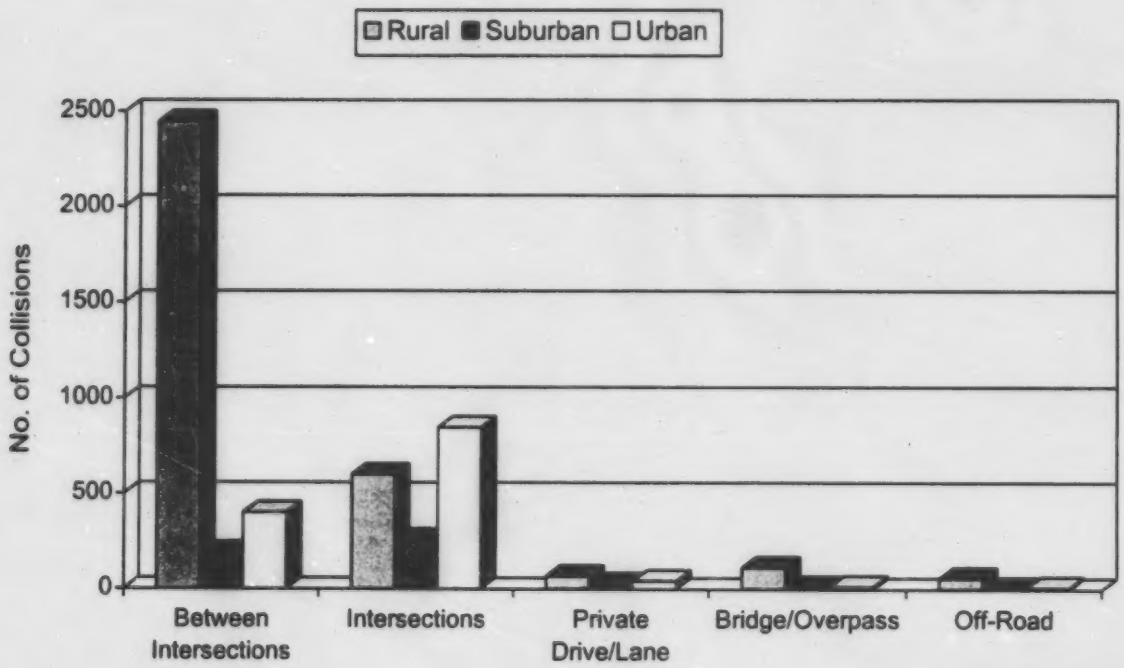
Percentage of Provincial Highway Collisions
By Age and Category



By Collision Site Type and Category
2000

Site Type	Category			Total
	Rural	Suburban	Urban	
Intersection	600	259	848	1707
Between Intersections	2445	189	400	3034
Intersection of Private Drive/Lane	66	27	43	136
Railroad Level Crossing	11	6	6	23
Bridge/Overpass	112	11	14	137
Tunnel/Underpass	3	1	1	5
Off-Road	58	5	9	72
Passing/Climbing Lane	16	1	1	18
Not Applicable	757	56	84	897
Unknown/Other	2	0	0	2
Total	4070	555	1406	6031

Collisions by Top Five Site Types and Category
2000



Vehicle Involvement
by Sequence of Events, Collision With and Category
2000

Part 1

Event or Collision With	Category			Total
	Rural	Suburban	Urban	
Ditch/Embankment/Earth Slope	512	53	32	597
Approach	7	1	0	8
Traffic Barricade	2	3	0	5
Sign Post	21	4	5	30
Traffic Signal Standard	4	4	8	16
Street Light Standard	10	3	5	18
Telephone/Power Pole	10	3	10	23
Guard Rail	38	4	9	51
Bridge Structure/Abutment	33	3	3	39
Tree/Bush	12	1	3	16
Building/Wall	1	1	3	5
Curbing	14	9	18	41
Fence	3	1	2	6
Culvert/Drainage Structure	0	1	0	1
Snow Bank/Drift	11	1	5	17
Rock Face	7	1	1	9
Median Barrier/Gore	27	2	3	32
Gate/Movable Barrier	1	0	0	1
Impact Attenuator	30	0	2	32
Subtotal Part 1	743	95	109	947

Vehicle Involvement
by Sequence of Events, Collision With and Category
2000

Part 2

Event or Collision With	Category			Total
	Rural	Suburban	Urban	
Vehicle	1384	628	2354	4366
Railroad Train	2	0	0	2
Bicyclist	0	1	12	13
Motorcycle	6	5	7	18
Animal	2032	73	43	2148
Pedestrian	7	3	14	24
Farm Machinery	7	1	1	9
Construction Machinery*	8	2	4	14
Snowmobile	3	1	1	5
Off-Road Vehicle	2	1	1	4
Ran Off Road	316	15	15	346
Overturned	60	3	4	67
Fire/Explosion	74	3	2	79
Skidding/Sliding	42	3	1	46
Jack-Knifing/Trailer Swing	9	1	0	10
Submersion/Immersion	1	0	0	1
Load Spill	27	1	1	29
Not Applicable	21	2	6	29
Subtotal Part 2	4001	743	2466	7210
Subtotal Part 1	743	95	109	947
Total	4744	838	2575	8157

*Based on a review of the Traffic Collision Reports this sequence of events includes maintenance equipment.

Contributing Factors*
By Driver Action and Category
2000

Driver Action	Category			Total
	Rural	Suburban	Urban	
Driving Properly	1684	323	1172	3179
Following Too Closely	48	32	111	191
Turning Improperly	23	16	64	103
Exceeding Speed Limit	24	2	10	36
Driving Too Fast For Conditions	113	32	89	234
Unsafe Operating Speed (Too Fast or Too Slow)	21	5	10	36
Passing Improperly	30	7	7	44
Changing Lanes Improperly	16	9	25	50
Failed To Yield Right Of Way	86	35	162	283
Disobeyed Traffic Control Device/Officer	16	14	65	95
Driving Wrong Way on Roadway	2	0	2	4
Passing A Vehicle At Pedestrian Crosswalk	0	0	1	1
Backing Unsafely	12	4	36	52
Parking Improperly	2	0	6	8
Careless Driving	42	17	24	83
Lost Control/Drive Off Roadway	207	11	24	242
Driverless Vehicle Ran Out Of Control	0	1	1	2
Leave Stop Sign Before Safe To Do So	31	12	45	88
Failed To Signal	7	1	4	12
Taking Avoiding Action	51	18	27	96
Driver Inexperience	63	18	49	130
Pedestrian Error/Confusion	3	4	7	14
Total	2481	561	1941	4983

* Note: There is a maximum of three contributing factors recorded on the Traffic Collision Report for each vehicle involved in a collision. The data presented in this table represents the total number of at-fault 'driver action' factors reported. Due to the number of blank/not applicable entries reported in this data the totals do not correlate to the number of vehicles involved.

Contributing Factors*
By Human Condition and Category
2000

Human Condition	Category			Total
	Rural	Suburban	Urban	
Apparently Normal	2145	436	1571	4152
Loss Of Consciousness/Blackout Prior To Accident	6	2	3	11
Extreme Fatigue/Fell Asleep	71	9	7	87
Defective Eyesight	4	1	3	8
Defective Hearing	2	0	0	2
Medical Disability	2	1	2	5
Physical Disability	4	2	3	9
Mental Disability	2	0	0	2
Mental Confusion/Inability To Remember	4	2	1	7
Sudden Illness	2	0	1	3
Ability Impaired by Alcohol	56	13	17	86
Ability Impaired by Drugs	1	0	1	2
Had Been Drinking/ Suspected Alcohol Use	35	9	6	50
Distraction/Inattention	79	29	156	264
Exceeded Hours of Service	1	0	0	1
Total	2414	504	1771	4689

* Note: There is a maximum of three contributing factors recorded on the Traffic Collision Report for each vehicle involved in a collision. The data presented in this table represents the total number of at-fault 'human condition' factors reported. Due to the number of blank/not applicable entries reported in this data the totals do not correlate to the number of vehicles involved.

Contributing Factors*
By Vehicle Condition and Category
2000

Vehicle Condition	Category			Total
	Rural	Suburban	Urban	
No Apparent Defect	1434	379	1486	3299
Defective Brakes	4	6	6	16
Defective Steering	4	0	2	6
Defective Headlights	3	1	0	4
Defective Brakelights	4	0	0	4
Defective Lighting (Unspecified)	3	1	0	4
Defective Engine Controls/Drive Train	9	4	1	14
Defective Suspension/Wheels	7	2	0	9
Defective Tires	16	3	3	22
Defective Tow Hitch/Yoke	4	0	0	4
Hood/Tailgate/Door/Covering Opened	3	0	0	3
Defective Glazing/Obscured Windows	1	1	0	2
Vehicle Modifications	1	0	1	2
Fire	53	3	2	58
Overloaded/Oversized	2	0	0	2
Load Shifted/Spilled	10	0	0	10
Jack-knifing/Trailer Swing	8	1	0	9
Hydroplaning of Tires	1	0	0	1
Total	1567	401	1501	3469

* Note: There is a maximum of three contributing factors recorded on the Traffic Collision Report for each vehicle involved in a collision. The data presented in this table represents the total number of at-fault 'vehicle condition' factors reported. Due to the number of blank/not applicable entries reported in this data the totals do not correlate to the number of vehicles involved.

Contributing Factors*
By Environmental Condition and Category
2000

Environmental Condition	Category			Total
	Rural	Suburban	Urban	
Animal Action - Wild	1993	73	39	2105
Animal Action - Domestic	61	6	6	73
Slippery Road Surface	453	77	218	748
Snow Drift	33	1	17	51
Obstruction/Debris On Roadway	29	4	8	41
View Obstructed/Limited	51	8	34	93
Glare/Reflection	17	3	14	34
Construction Zone	3	1	4	8
Defective Driving Surface	43	4	5	52
Shoulders Defective	7	0	0	7
Lane Markings Inadequate	1	0	0	1
Weather	102	11	18	131
Pedestrian Corridor in Use	0	0	3	3
Uninvolved Vehicle	7	8	11	26
Uninvolved Pedestrian	3	1	8	12
Presence Of Prior Accident	8	0	0	8
Total	2811	197	385	3393

* Note: There is a maximum of three contributing factors recorded on the Traffic Collision Report for each vehicle involved in a collision. The data presented in this table represents the total number of at-fault 'environmental condition' factors reported. Due to the number of blank/not applicable entries reported in this data the totals do not correlate to the number of vehicles involved.

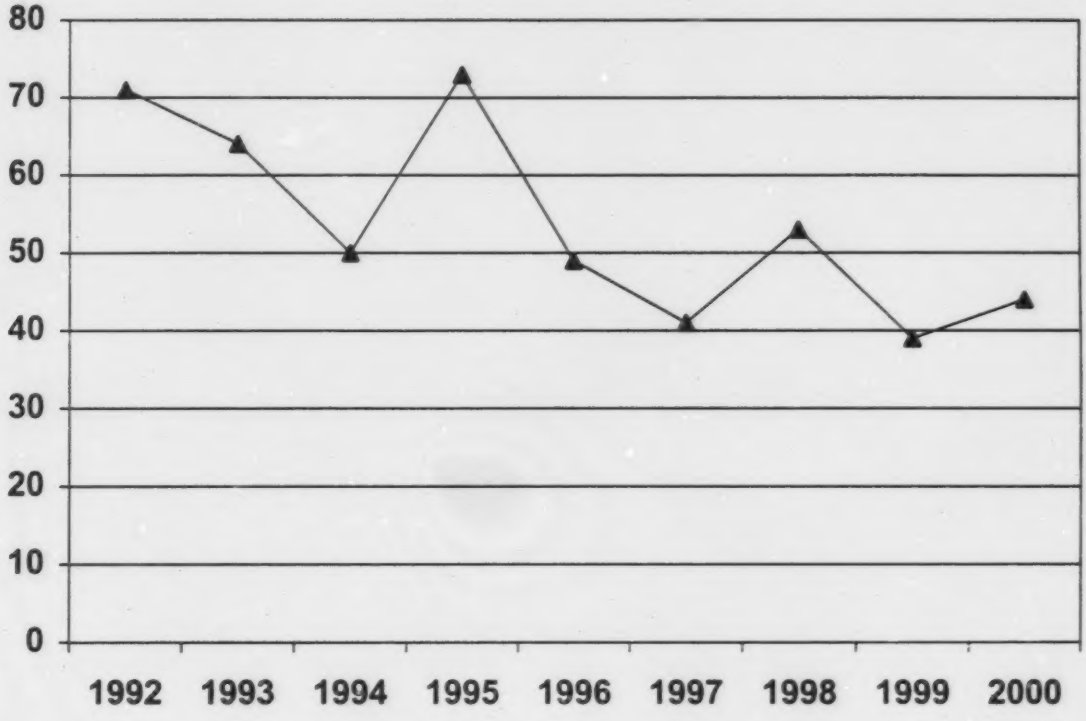
Vehicle Involvement
by Traffic Control/Advisory and Category
2000

Control/Advisory	Category			Total
	Rural	Suburban	Urban	
Traffic Signal/Control Device	70	150	653	873
Stop	162	58	235	455
Right Turn On Red	0	0	8	8
Left Turn On Red	0	0	1	1
Yield	53	9	43	105
Officer/Flagman/School Guard	4	3	6	13
Merge	14	5	5	24
4-Way Stop	0	0	6	6
Turn Controls	1	0	1	2
Flashing Signal Light	4	4	4	12
Overhead Signs	2	0	0	2
R.R. Gates	1	0	0	1
R.R. Crossing	6	2	6	14
Warning Sign	8	1	0	9
Pedestrian Crosswalk	0	0	32	32
Pedestrian Corridor	1	0	12	13
School Crossing	0	0	1	1
Flashing School Signals	1	1	0	2
Not Applicable	4412	604	1559	6575
Unknown/Other	5	1	3	9
Total	4744	838	2575	8157

Section 2

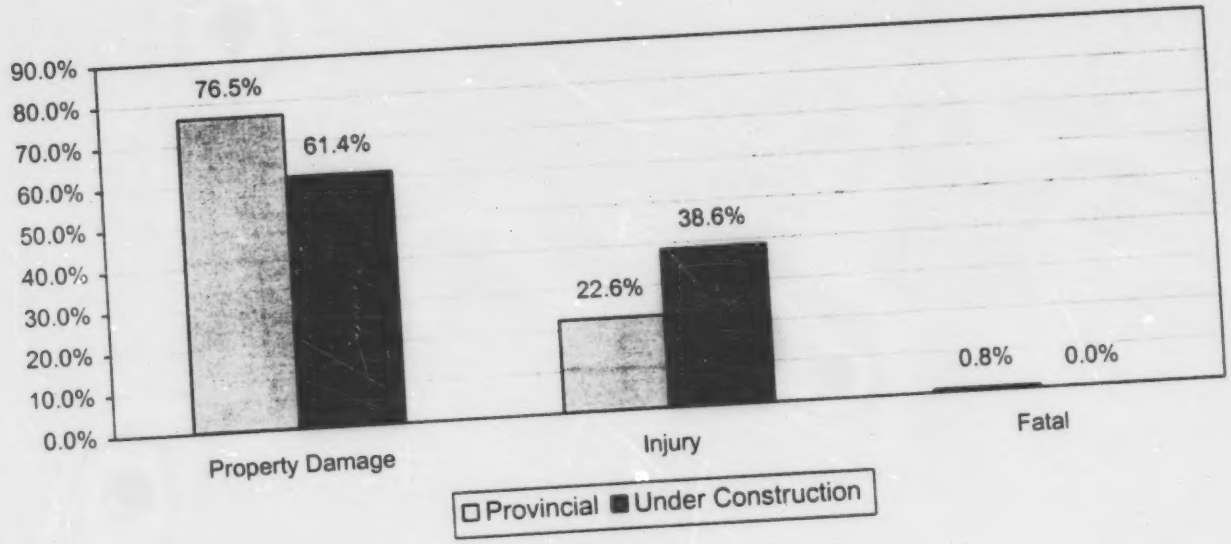
Comparison of Construction Sites with Non-Construction Sites

Provincial Highway Collisions In Construction/Repair Areas

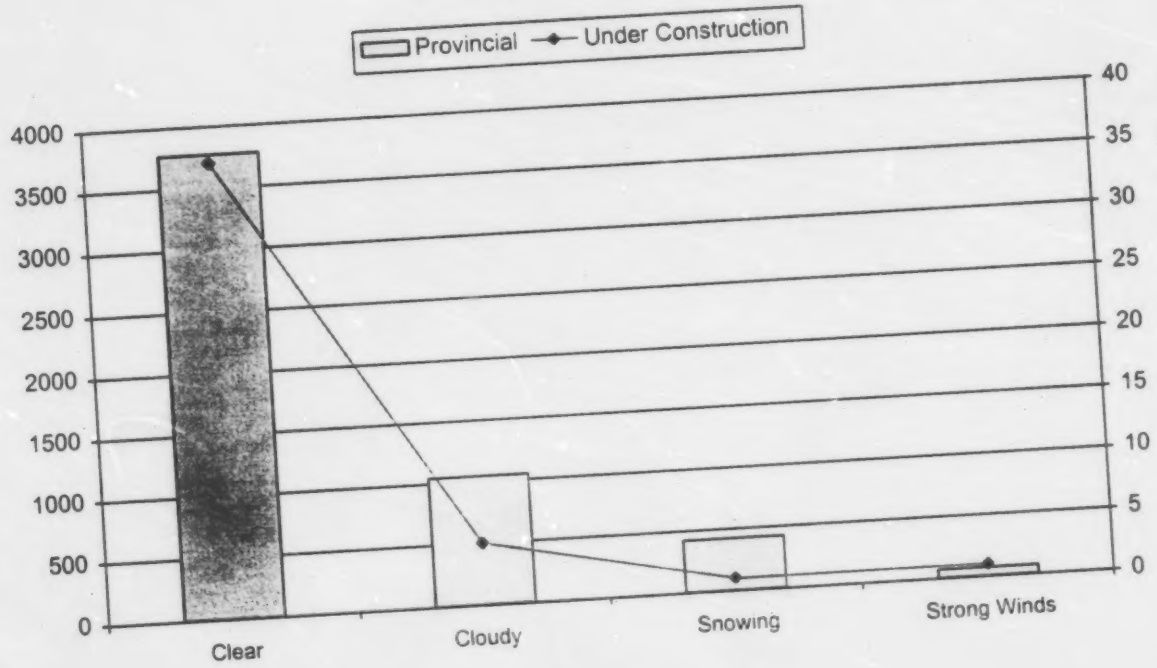


This section compares Provincial Highway construction-related collisions with the total Provincial Highway Collisions. Construction-related collisions are defined as those collisions that occurred on a roadway where the road condition was described as "under repair" or "under construction". In 2000, there were 44 such construction-related collisions, which compares with 39 in 1999.

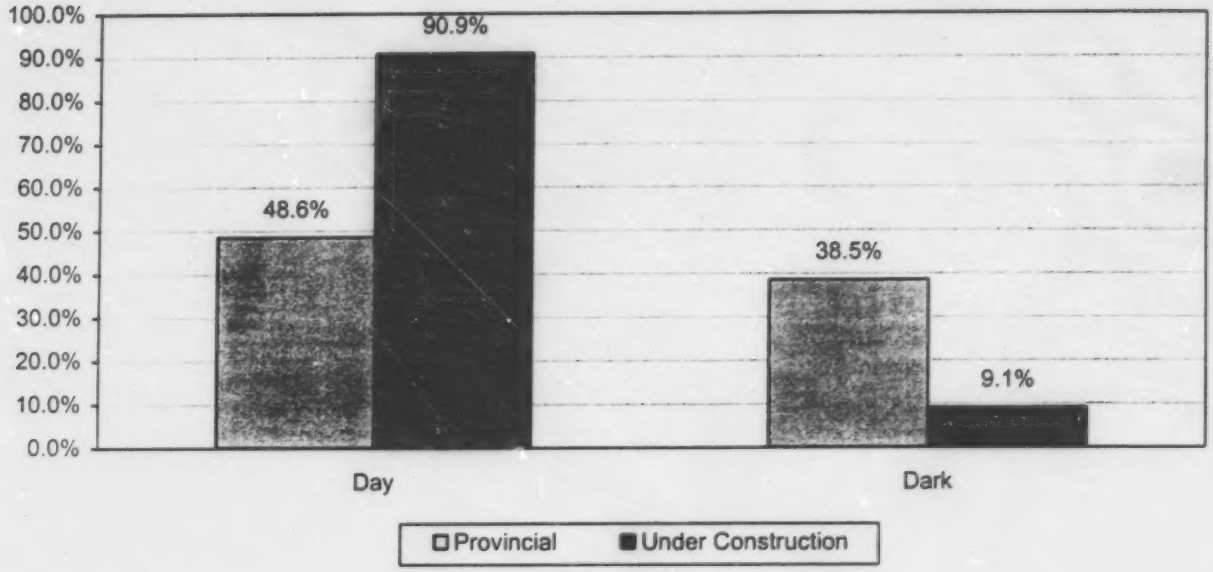
Comparison of Highway Collisions
by Severity
2000



Comparison of Highway Collisions
by Weather Condition
2000



Comparison of Highway Collisions
By Light Condition
2000



Comparison of Highway Collisions
by Traffic Control/Advisory
2000

Traffic Control	% in Province	% in Construction/Repair Areas
Traffic Signal/Control Device	10.7	11.4
Officer/Flagman	0.2	6.8
Stop	5.6	4.5
Warning Sign	0.1	4.5

Comparison of Highway Collisions by Site Type 2000

Site Type	% in Province	% in Construction/Repair Area
Not Applicable/Other	14.9	9.1
Intersection	28.3	29.5
Between Intersections	50.3	38.6
Intersection of Private Drive/Lane	2.3	13.6
Bridge/Overpass	2.3	4.5
Off Road	1.2	4.5

Comparison of Highway Collisions by First Collision or Event 2000

Collision With or Event	% in Province	% in Construction/Repair Areas
Ditch/Embankment/Earth Slope	7.3	8.9
Rock Face	0.1	2.2
Impact Attenuator	0.4	4.4
Vehicle	53.5	62.2
Animal	26.3	2.2
Pedestrian	0.3	4.4
Construction Machinery	0.2	2.2
Overturned	0.8	8.9
Load Spill	0.4	2.2

Comparison of Highway Collisions by Contributing Factors* 2000

Contributing Factor	Provincial		Construction/Repair Areas	
	No. of Collisions	Provincial %	No. of Collisions	Construction/ Repair Areas %
Driver Action				
Driving Properly	3179	19.2	17	12.6
Following Too Closely	191	1.2	2	1.5
Driving too Fast for Conditions	234	1.4	2	1.5
Unsafe Operating Speed (Too Fast or Too Slow)	36	0.2	2	1.5
Failed to Yield right of Way	283	1.1	3	2.2
Careless Driving	83	0.5	1	0.7
Failed to Signal	12	0.1	1	0.7
Driver Inexperience	130	0.8	1	0.7
Human Condition				
Apparently Normal	4152	25.1	25	18.5
Extreme Fatigue/Fell Asleep	87	0.5	1	0.7
Distraction/Inattention	264	1.6	3	2.2
Vehicle Condition				
No Apparent Defect	3299	20.0	23	17.0
Environmental Condition				
Animal Action -Wild	2105	12.7	1	0.7
Slippery Road Surface	748	4.5	3	2.2
Obstruction/Debris on Roadway	41	0.2	1	0.7
View Obstructed/Limited	93	0.6	1	0.7
Construction Zone	8	0.0	4	3.0
Defective Driving Surface	52	0.3	2	1.5
Shoulders Defective	7	0.0	1	0.7
Weather	131	0.8	1	0.7

*Note: There is a maximum of three contributing factors recorded on the Traffic Collision Report for each vehicle involved in a collision. The data presented in this table is a compilation of total at-fault 'contributing factors' related to collisions at construction sites.

Section 3

Comparison of Intersection Collision Data

1991 - 2000

The 11 intersection classifications used in the "2000 Traffic Collision Statistics Report" have been broken down into rural, suburban and urban categories in this report. The Rate-Quality Control Technique has been used. In this method, a critical collision rate is calculated for each intersection based on the average for all locations in the specific group. The difference between the actual collision rate and the critical collision rate is referred to as the criticality.

i.e. criticality = actual collision rate - critical collision rate.

A positive criticality may be as a result of unfavourable site characteristics that may warrant further study.

In the rate-quality control equation, the desired level of confidence is chosen by deciding which value of the probability constant (k) will be used. As the chosen value of the confidence level increases in size (i.e. 90%, 95%, 99.5%) the value of the critical collision rate also increases. As the critical collision rate becomes higher, fewer locations will exceed the critical collision rate; confidence is then higher that the location is truly abnormal for its group.

In the analysis of the intersection data a maximum of 10 years of data have been included. The critical collision rates for each intersection have been omitted to allow for a clearer presentation of the data. For those intersections where n/a is shown, for a given year, the results have been adjusted to reflect the unavailable data.

The speed zone grouping (urban, suburban or rural) is based on the legal speed limit of the roadway on the free flowing legs of the intersection. In the case of a signalized intersection, the 'main' street speed limit will govern.

Intersection Classification: Expressway - Expressway - Rural													
Intersection I.D.	Volume Entering	Reported Collision History on Record										3 yr. Collision Rate (coll/mve)	3 yr. Criticality k=3.106 Conf=99.5%
		91	92	93	94	95	96	97	98	99	00		
44/59	9630	5	4	4	7	2	2	3	7	3	3	1.23	0.21
1/100/101W	36010	20	16	20	17	14	5	12	6	13	6	0.63	-0.18
1/100/101E	17275	3	4	1	4	2	2	8	1	5	7	0.69	-0.23
1/12	11845	4	1	1	3	12	10	4	3	3	3	0.69	-0.29
7/101	21770	24	4	2	8	11	18	7	6	2	6	0.59	-0.29
12/44W	3795	0	2	1	1	0	1	1	0	2	2	0.96	-0.32
8/101	25850	17	3	5	6	4	4	10	4	2	8	0.49	-0.36
59/101*	34737	13	4	6	5	3	6	2	2	7	5	0.37	-0.45
59/100	16620	4	0	7	4	3	5	4	0	5	1	0.33	-0.59
12/44E	2895	2	0	0	1	0	0	0	0	0	2	0.63	-0.76
29/75	3080	1	0	0	1	1	2	0	0	0	0	0.00	-1.37
Average Collision Rate for Analysed Intersections = 0.60													
Intersections Presented 11													
Total Intersections Analysed 11													
No. of Intersections This Classification 11													
Data Sorted at 99.5% Confidence Level													
Whenever possible, the volume entering is the most recent traffic count taken from the annual Traffic *on Manitoba Highways* publication.													

Notes

59/101 The north & south intersections are signalized, this data represents the remainder of the interchange.

6/101 was signalized in June 2000, and has been included in the analysis of the suburban signalized group.

Intersection Classification: Expressway - Primary Arterial - Rural													
Intersection I.D.	Volume Entering	Reported Collision History on Record										3 yr. Collision Rate (coll/mve)	3 yr. Criticality k=3.169 Conf=99.5%
		91	92	93	94	95	96	97	98	99	00		
14/75	4045	1	2	1	1	3	4	1	4	2	1	1.58	0.44
75/100	18250	12	7	2	4	9	6	6	3	11	5	1.00	0.19
1/83E	4480	4	2	1	1	1	1	2	2	1	1	0.82	-0.29
8/230	7810	1	2	1	4	0	2	1	2	1	2	0.58	-0.37
2/100	10430	0	0	1	1	1	1	1	2	1	2	0.44	-0.46
4/59	5135	1	2	2	2	1	0	1	1	1	0	0.36	-0.71
8/27	11080	3	2	1	0	1	2	1	0	0	0	0.00	-0.88
16/34/675E	3875	0	2	0	0	0	2	0	0	1	0	0.24	-0.92
1/83W	3850	0	0	0	0	1	0	0	0	0	1	0.24	-0.92
6/67	5236	1	0	2	1	0	0	1	0	0	0	0.00	-1.06

Average Collision Rate for Analysed Intersections = 0.51

Intersections Presented	10
Total Intersections Analysed	10
No. of Intersections This Classification	10

Data Sorted at 99.5% Confidence Level

Whenever possible, the volume entering is the most recent traffic count taken from the annual *Traffic on Manitoba Highways* publication.

Intersection Classification: Expressway - Secondary Arterial - Rural													
Intersection I.D.	Volume Entering	Reported Collision History on Record										3 yr. Collision Rate (coll/mve)	3 yr. Criticality k=2.797 Conf=99.5%
		91	92	93	94	95	96	97	98	99	00		
75/201	3455	1	1	1	4	6	1	2	5	2	3	2.64	1.58
59/317	4260	2	3	1	3	1	1	1	0	2	4	1.29	0.28
1/34	6270	4	2	1	1	2	1	1	2	2	2	0.87	0.03
1/5	7225	5	0	8	0	2	1	0	2	1	3	0.76	-0.12
1/250E	5620	1	0	0	1	0	1	0	1	1	3	0.81	-0.12
1/206W	10300	0	2	4	0	1	2	3	2	2	3	0.62	-0.19
1/44	4120	0	0	0	2	0	0	1	0	1	2	0.66	-0.35
44/206	4760	0	0	1	1	3	0	1	1	2	0	0.58	-0.40
1/11/610	5192	1	4	0	0	1	0	1	2	1	0	0.53	-0.42
12/59S	2365	0	0	0	1	0	1	0	0	1	1	0.77	-0.43
1/13/430	11035	3	2	2	1	1	3	0	0	1	2	0.25	-0.55
1/257	4425	0	0	2	0	0	0	1	1	1	0	0.41	-0.58
1/1AWBRN	6205	0	0	2	1	0	0	2	1	0	1	0.29	-0.61
1/1AWPLP	10690	1	3	0	1	4	1	2	2	0	0	0.17	-0.63
1/240	10275	7	1	1	1	0	1	0	0	0	1	0.09	-0.72
1/1AEPLP	9800	0	0	1	0	3	2	2	0	1	0	0.09	-0.72
1/340	5920	0	0	0	0	1	0	0	0	0	1	0.15	-0.77
1/250W/601	5095	0	0	0	0	0	1	0	0	0	1	0.18	-0.78
16/50	2680	1	0	0	2	0	2	0	0	1	0	0.34	-0.80
9/230	6350	0	0	0	0	1	0	1	0	0	0	0.00	-0.90
52/59	5065	0	0	3	0	1	3	2	0	0	0	0.00	-0.96
1/21	5020	1	0	0	0	0	0	0	0	0	0	0.00	-0.96
44/214	2680	1	0	0	1	0	1	0	0	0	0	0.00	-1.15
12/304/500	2285	0	0	0	0	0	1	0	0	0	0	0.00	-1.21
16/227	N/A	0	0	1	0	0	0	0	0	0	0	N/A	N/A

Average Collision Rate for Analysed Intersections =	0.48

Intersections Presented	25
Total Intersections Analysed	24
No. of Intersections This Classification	25
Data Sorted at 99.5% Confidence Level	
Whenever possible, the volume entering is the most recent traffic count taken from the annual *Traffic on Manitoba Highways* publication.	

Intersection Classification: Expressway - Secondary Arterial - Suburban													
Intersection I.D.	Volume Entering	Reported Collision History on Record										3 yr. Collision Rate (coll/mve)	3 yr. Criticality k=5.841 Conf=99.5%
		91	92	93	94	95	96	97	98	99	00		
9/101	30720	8	8	6	2	3	12	3	7	6	4	0.51	-0.14
9/9AS	17630	3	3	4	2	0	1	0	0	1	4	0.26	-0.47
9/67	10100	0	0	1	1	0	0	1	1	0	1	0.18	-0.72
Average Collision Rate for Analysed Intersections = 0.32													
Intersections Presented 3													
Total Intersections Analysed 3													
No. of Intersections This Classification 3													
Data Sorted at 99.5% Confidence Level													
Whenever possible, the volume entering is the most recent traffic count taken from the annual *Traffic on Manitoba Highways* publication.													

Intersection Classification: Expressway - Secondary Arterial - Urban													
Intersection I.D.	Volume Entering	Reported Collision History on Record										3 yr. Collision Rate (coll/mve)	3 yr. Criticality k=9.925 Conf=99.5%
		91	92	93	94	95	96	97	98	99	00		
23/75S	7320	1	1	0	1	1	0	1	2	1	2	0.63	-1.28
15/206	9320	3	1	3	0	2	5	1	2	1	1	0.39	-1.35
Average Collision Rate for Analysed Intersections = 0.51													
Intersections Presented 2													
Total Intersections Analysed 2													
No. of Intersections This Classification 2													
Data Sorted at 99.5% Confidence Level													
Whenever possible, the volume entering is the most recent traffic count taken from the annual *Traffic on Manitoba Highways* publication.													

It is possible to have a group of intersections that have a negative criticality. This is most common in small groups and occurs when the criticality collision rates are higher than the average collision rate of the group.

Intersection Classification: Expressway - Collector - Rural													
Intersection I.D.	Volume Entering	Reported Collision History on Record										3 yr. Collision Rate (coll/mve)	3 yr. Criticality k=1.282 Conf=90%
		91	92	93	94	95	96	97	98	99	00		
12/501	1870	0	1	1	1	2	0	2	2	3	0	2.44	1.58
59/509	4500	0	1	1	3	6	2	4	3	3	3	1.83	1.13
59/311*	6720	1	1	3	3	3	2	3	2	1	7	1.36	0.71
59/405	4500	3	2	1	0	1	2	1	1	2	2	1.01	0.31
1/256	3035	1	4	2	0	2	1	0	0	2	1	0.90	0.14
44/204E	4377	2	1	0	0	1	2	1	1	1	2	0.83	0.13
1/41/542	3285	0	0	0	0	1	0	0	0	2	1	0.83	0.09
1/241	9780	1	0	0	2	3	0	0	0	1	6	0.65	0.03
100/330	9850	0	2	2	2	2	0	3	2	1	4	0.65	0.03
1/308	3660	0	0	2	0	2	1	1	0	1	2	0.75	0.02
100/241	17805	5	7	7	2	6	3	3	0	3	8	0.56	-0.01
75/205	5020	1	3	0	4	2	1	2	1	0	3	0.63	-0.04
75/246	4160	1	1	1	1	0	0	1	0	2	1	0.66	-0.05
1/302	4640	1	1	0	1	2	0	0	1	0	2	0.59	-0.11
1/26	11190	4	7	3	3	3	3	3	2	2	2	0.49	-0.11
59/210S	4810	0	1	3	2	0	0	0	1	1	1	0.57	-0.12
59/304	3010	0	0	0	1	0	0	1	1	1	0	0.61	-0.16
59/305	3450	1	1	1	0	1	0	0	0	1	1	0.53	-0.21
101/221	9850	7	5	0	0	2	3	5	0	2	2	0.37	-0.24
1/621ELK	405	1	0	0	0	1	1	0	2	0	0	0.45	-0.26
59/213	15230	6	3	0	1	4	3	0	3	1	1	0.30	-0.28
75/305	5010	0	0	0	0	2	0	2	0	1	1	0.36	-0.32
15/207	9580	0	2	3	0	3	3	3	1	1	1	0.29	-0.33
59/300N	5665	2	0	0	2	3	1	2	2	0	0	0.32	-0.35
59/300S	5665	1	1	1	1	0	0	0	1	1	0	0.32	-0.35
59/212S	5635	0	0	0	0	0	1	0	0	1	1	0.32	-0.35
1/351W	5992	1	0	0	1	1	0	0	1	0	1	0.30	-0.36
1/301W	3380	1	0	0	0	0	0	0	0	0	1	0.27	-0.47
59/202	21380	0	0	1	2	1	0	0	1	0	1	0.09	-0.47
6/321	3964	0	0	1	0	0	1	0	0	0	1	0.23	-0.49

Average Collision Rate for Analysed Intersections =	0.46

Intersections Presented	30
Total Intersections Analysed	45
No. of Intersections This Classification	97
Data Sorted at 90% Confidence Level	
Whenever possible, the volume entering is the most recent traffic count taken from the annual *Traffic on Manitoba Highways* publication.	

Notes

59/311 Traffic control enhancements and site line improvements were undertaken in the spring of 2001 to address the high collision experience of 2000.

Intersection Classification: Expressway - Collector - Suburban													
Intersection I.D.	Volume Entering	Reported Collision History on Record										3 yr. Collision Rate (coll/mve)	3 yr. Criticality k=3.499 Conf=99/5%
		91	92	93	94	95	96	97	98	99	00		
1/259E/678	6283	1	3	1	1	2	2	2	1	3	4	1.16	0.07
14/673WIN	9949	1	1	1	1	3	4	1	4	3	4	1.01	0.03
8/220	8820	2	3	2	3	4	4	1	2	2	2	0.62	-0.39
1/334W	14570	0	0	0	2	3	0	1	2	1	2	0.31	-0.59
44/215/302	6460	1	0	1	5	0	2	1	0	0	3	0.42	-0.67
230/410	3770	0	0	0	0	0	0	0	0	0	1	0.24	-1.03
16/675WGLA	3340	0	0	0	0	0	0	0	0	0	0	0.00	-1.32

Average Collision Rate for Analysed Intersections =	0.54
Intersections Presented	7
Total Intersections Analysed	7
No. of Intersections This Classification	7
Data Sorted at 99.5% Confidence Level	
Whenever possible, the volume entering is the most recent traffic count taken from the annual *Traffic on Manitoba Highways* publication.	

Intersection Classification: Primary Arterial - Primary Arterial - Rural													
Intersection I.D.	Volume Entering	Reported Collision History on Record										3 yr. Collision Rate (coll/mve)	3 yr. Criticality k=2.861 Conf=99.5%
		91	92	93	94	95	96	97	98	99	00		
2/83	1315	1	0	0	0	1	1	0	1	1	1	2.08	-0.03
10/16S	4580	7	4	2	1	3	4	1	0	3	3	1.20	-0.29
5/10E	1885	1	3	1	2	1	1	0	1	2	0	1.45	-0.43
5/10W	2755	3	1	1	2	1	1	0	1	1	1	0.99	-0.70
8/67	5745	2	4	2	1	0	0	2	2	2	0	0.64	-0.78
8/68/625	1735	0	1	0	1	1	1	2	1	1	0	1.05	-0.88
2/10S	2990	1	1	1	1	0	0	1	1	1	0	0.61	-1.05
16/83N	3105	0	1	1	0	0	1	0	1	0	1	0.59	-1.05
6/39	580	0	0	1	0	0	0	0	0	1	0	1.57	-1.27
6/60	605	0	0	0	0	0	0	1	0	0	1	1.51	-1.29
2/10N	4215	1	0	0	0	1	1	0	0	0	1	0.22	-1.30
10/39	655	0	1	0	0	0	0	0	0	0	1	1.39	-1.32
5/68	2515	0	0	0	0	0	0	0	1	0	0	0.36	-1.37
23/59	2395	3	0	0	0	1	0	3	1	0	0	0.38	-1.38
42/83W	1000	0	0	0	0	0	0	0	0	0	1	0.91	-1.41
42/83E	1295	0	0	0	0	0	0	0	0	1	0	0.71	-1.42
6/68N	1480	0	1	2	0	0	1	1	0	0	0	0.00	-2.04
16/83S	1430	0	0	0	0	0	0	1	0	0	0	0.00	-2.06
10/60	670	0	0	0	0	1	0	0	0	0	0	0.00	-2.69

Average Collision Rate for Analysed Intersections =	0.82

Intersections Presented	19
Total Intersections Analysed	19
No. of Intersections This Classification	19
Data Sorted at 99.5% Confidence Level	
Whenever possible, the volume entering is the most recent traffic count taken from the annual *Traffic on Manitoba Highways* publication.	

It is possible to have a group of intersections that have a negative criticality. This is most common in small groups and occurs when the criticality collision rates are higher than the average collision rate of the group.

Intersection Classification: Primary Arterial - Primary Arterial -Suburban													
Intersection I.D.	Volume Entering	Reported Collision History on Record										3 yr. Collision Rate (coll/mve)	3 yr. Criticality k=3.707 Conf=99.5%
		91	92	93	94	95	96	97	98	99	00		
5/16E	4911	2	0	0	0	0	0	2	3	4	3	1.86	-0.09
2/3	6140	5	7	6	1	4	5	5	2	4	5	1.64	-0.22
12/15	3965	3	3	3	1	1	1	2	0	4	0	0.92	-1.14
5/16W	6336	0	1	2	1	0	1	2	2	0	0	0.29	-1.55
6/68S/417	2320	0	1	0	0	1	1	0	0	2	0	0.79	-1.60
3/83N	1280	0	1	0	0	0	0	0	0	1	0	0.71	-2.17

Average Collision Rate for Analysed Intersections =	1.03
Intersections Presented	6
Total Intersections Analysed	6
No. of Intersections This Classification	6
Data Sorted at 99.5% Confidence Level	
Whenever possible, the volume entering is the most recent traffic count taken from the annual *Traffic on Manitoba Highways* publication.	

It is possible to have a group of intersections that have a negative criticality. This is most common in small groups and occurs when the criticality collision rates are higher than the average collision rate of the group.

Intersection Classification: Primary Arterial - Secondary Arterial - Rural													
Intersection I.D.	Volume Entering	Reported Collision History on Record										3 yr. Collision Rate (coll/mve)	3 yr. Criticality k=1.282 Conf=90%
		91	92	93	94	95	96	97	98	99	00		
68/278	880	0	0	0	0	0	0	0	3	0	0	3.11	1.35
10/16N/16A	4060	5	2	1	2	0	3	2	6	1	3	2.25	0.97
5/20/582	1520	0	0	0	1	0	1	0	0	3	1	2.40	0.87
16/21	2200	0	0	1	1	0	0	1	4	1	0	2.08	0.65
3/10	1710	1	1	1	0	0	1	0	2	0	2	2.14	0.64
59/201	1360	1	1	1	0	0	1	0	1	0	2	2.01	0.44
10/10AEFF	2370	0	1	1	0	0	0	1	2	0	2	1.54	0.14
2/34	1680	1	1	0	1	0	2	0	1	0	2	1.63	0.13
10/357	1690	0	1	1	0	0	1	0	1	1	1	1.62	0.12
5/276	2600	2	3	1	3	1	3	0	0	1	2	1.05	-0.32
3/23	3850	3	1	0	1	3	2	2	1	1	2	0.95	-0.34
2/5	1560	1	0	0	1	0	1	2	1	1	0	1.17	-0.36
2/18	1645	1	0	0	1	0	0	0	1	1	0	1.11	-0.40
14/30/332	3035	0	1	1	1	2	2	0	2	1	0	0.90	-0.44
6/373	625	0	0	1	0	0	0	0	0	0	1	1.46	-0.50
57/83	820	0	0	1	0	0	0	0	0	1	0	1.11	-0.69
10/77	910	1	0	0	0	2	0	0	0	0	1	1.00	-0.75
49/83	1110	0	1	0	1	0	0	1	0	0	1	0.82	-0.84
2/21E	1280	0	0	0	0	0	0	0	1	0	0	0.71	-0.89
11/44N	1610	1	2	2	0	0	2	0	0	1	0	0.57	-0.95
5/50/361	1610	2	1	0	1	1	1	0	0	0	1	0.57	-0.95
8/17	2830	1	0	0	1	0	1	1	0	1	0	0.32	-1.03
16/45	2810	0	0	0	0	1	0	0	0	1	0	0.32	-1.03
5/5AN	3000	0	0	0	0	0	0	1	0	0	1	0.30	-1.04
12/59N	3650	1	1	1	0	2	2	0	1	0	0	0.25	-1.05
5/5AS	3912	0	0	0	0	0	0	0	0	0	0	0.00	-1.29
6/325S	2990	0	0	0	2	1	0	0	0	0	0	0.00	-1.34
83/257	2465	2	0	0	0	1	0	1	0	0	0	0.00	-1.39
10/45	2225	1	1	1	1	0	1	1	0	0	0	0.00	-1.42
280/391	1305	0	0	0	0	0	0	0	0	0	0	0.00	-1.59

Average Collision Rate for Analysed Intersections =	0.92

Intersections Presented	30
Total Intersections Analysed	34
No. of Intersections This Classification	42
Data Sorted at 90% Confidence Level	
Whenever possible, the volume entering is the most recent traffic count taken from the annual *Traffic on Manitoba Highways* publication.	

Intersection Classification: Primary Arterial - Secondary Arterial - Suburban													
Intersection I.D.	Volume Entering	Reported Collision History on Record										3 yr. Collision Rate (coll/mve)	3 yr. Criticality k=1.533 Conf=90%
		91	92	93	94	95	96	97	98	99	00		
2/240	2579	1	0	1	0	0	1	0	3	1	1	1.77	0.19
10/20	930	0	0	0	0	0	0	0	1	0	1	1.96	-0.05
7/17	2610	0	1	0	1	1	1	0	0	1	0	0.35	-1.23
2/13	2730	1	1	1	0	1	1	0	0	0	0	0.00	-1.56
8/616GIM	N/A	0	0	0	0	0	0	0	1	0	0	N/A	N/A
9/27	N/A	2	3	2	2	1	0	3	3	2	1	N/A	N/A
Average Collision Rate for Analysed Intersections = 1.02													
Intersections Presented 6													
Total Intersections Analysed 4													
No. of Intersections This Classification 6													
Data Sorted at 90% Confidence Level													
Whenever possible, the volume entering is the most recent traffic count taken from the annual *Traffic on Manitoba Highways* publication.													

Intersection Classification: Primary Arterial - Secondary Arterial - Urban													
Intersection I.D.	Volume Entering	Reported Collision History on Record										3 yr. Collision Rate (coll/mve)	3 yr. Criticality k=9.925 Conf=99.5%
		91	92	93	94	95	96	97	98	99	00		
2/22/250	4020	1	0	2	0	0	1	1	3	1	3	1.59	-1.55
6/325N	3170	0	0	0	0	0	0	2	0	0	0	0.00	-3.44
Average Collision Rate for Analysed Intersections = 0.80													
Intersections Presented 2													
Total Intersections Analysed 2													
No. of Intersections This Classification 2													
Data Sorted at 99.5% Confidence Level													
Whenever possible, the volume entering is the most recent traffic count taken from the annual *Traffic on Manitoba Highways* publication.													

It is possible to have a group of intersections that have a negative criticality. This is most common in small groups and occurs when the criticality collision rates are higher than the average collision rate of the group.

Intersection Classification: Primary Arterial - Collector -Rural													
Intersection I.D.	Volume Entering	Reported Collision History on Record										3 yr. Collision Rate (coll/mve)	3 yr. Criticality k=1.282 Conf=90%
		91	92	93	94	95	96	97	98	99	00		
10/367	735	0	0	0	0	0	0	0	0	2	0	2.49	1.40
6/636WAB	760	0	0	0	0	1	0	0	1	0	1	2.40	1.33
8/231	4295	5	7	1	0	3	5	2	4	5	0	1.91	1.27
6/239	1420	0	0	0	1	0	0	0	2	1	0	1.93	1.07
59/216	1260	0	0	0	1	0	0	0	1	0	1	1.45	0.55
391/633THO	2200	2	0	0	0	0	1	1	0	1	2	1.25	0.49
10/24/262	3640	0	0	0	2	2	0	0	1	2	1	1.00	0.34
8/229	2740	0	3	2	0	0	3	0	0	1	2	1.00	0.29
2/248	1670	0	0	0	0	0	0	0	1	0	1	1.09	0.28
16/668RUS	6451	0	0	0	0	1	3	1	0	2	4	0.85	0.25
12/303	4302	2	1	0	0	1	1	1	2	2	0	0.85	0.21
59/403	1853	0	0	0	0	0	0	2	2	0	0	0.99	0.19
12/215	1910	0	1	0	0	0	0	0	0	1	1	0.96	0.17
83/363	730	0	0	0	0	0	0	0	0	0	1	1.25	0.16
2/332	2020	1	0	0	0	1	0	0	0	2	0	0.90	0.13
14/306	3444	0	1	0	0	0	2	2	0	2	1	0.80	0.10
10/23S	2370	0	0	0	1	0	0	0	0	1	1	0.77	0.03
5/274E	2740	0	0	0	0	1	1	0	0	1	1	0.67	-0.05
6/375	1070	0	0	0	1	0	0	0	0	0	1	0.85	-0.09
12/302	1220	0	1	0	1	1	0	0	1	0	0	0.75	-0.16
10/23N	1400	0	0	0	0	0	0	0	1	0	0	0.65	-0.21
83/264	1400	0	0	0	0	0	0	0	1	0	0	0.65	-0.21
83/366	1470	1	0	1	1	0	0	3	1	0	0	0.62	-0.23
16/250/651	1860	2	0	0	0	1	0	0	0	1	0	0.49	-0.30
6/518	2620	1	1	0	3	1	0	0	0	1	0	0.35	-0.37
16/478	2585	0	0	0	0	0	1	0	1	0	0	0.35	-0.37
2/334	2725	0	1	2	0	0	0	2	0	1	0	0.34	-0.38
16/466	2762	0	0	0	0	0	0	0	0	0	1	0.33	-0.38
16/242E	2840	0	0	0	0	0	0	0	0	1	0	0.32	-0.39
16/242W	3350	0	0	0	0	0	0	2	0	0	1	0.27	-0.41

Average Collision Rate for Analysed Intersections =	0.41

Intersections Presented	30
Total Intersections Analysed	71
No. of Intersections This Classification	227
Data Sorted at 90% Confidence Level	
Whenever possible, the volume entering is the most recent traffic count taken from the annual *Traffic on Manitoba Highways* publication.	

Intersection Classification: Primary Arterial - Collector - Suburban													
Intersection I.D.	Volume Entering	Reported Collision History on Record										3 yr. Collision Rate (coll/mve)	3 yr. Criticality k=1.350 Conf=90%
		91	92	93	94	95	96	97	98	99	00		
2/244	2235	1	1	0	0	2	1	1	2	1	0	1.23	0.65
59/629/630ST	2065	0	0	0	0	0	0	3	0	1	1	0.89	0.30
5/649SNEE	9580	0	0	0	0	2	0	0	0	4	2	0.57	0.17
10/623SERI	2080	0	0	0	0	0	0	1	0	0	1	0.44	-0.15
59/205S	2700	0	0	0	0	0	0	0	1	0	0	0.34	-0.20
10/624FOR	3350	0	0	0	0	0	0	0	0	0	0	0.00	-0.51
6/237S/627	2285	1	1	1	0	0	1	0	0	0	0	0.00	-0.57
3/332	2300	0	0	0	0	0	0	0	0	0	0	0.00	-0.57
2/670ETRE	2115	0	0	0	0	0	0	0	0	0	0	0.00	-0.58
2/660STC	2065	0	0	0	0	0	0	0	0	0	0	0.00	-0.59
10/613FFA	1842	0	0	0	0	0	0	0	0	0	0	0.00	-0.61
2/242W	1557	0	0	0	0	0	0	0	0	0	0	0.00	-0.65
59/218	1360	0	0	0	1	0	0	0	0	0	0	0.00	-0.68
10/605BIG	N/A	0	0	0	0	0	0	0	0	0	0	N/A	N/A
10/617INL	N/A	0	0	0	0	0	0	0	0	0	0	N/A	N/A
6/419	N/A	1	1	0	0	2	1	1	0	1	1	N/A	N/A
6/641LUN	N/A	0	0	1	1	1	0	0	0	2	0	N/A	N/A
10/637WAN	N/A	0	0	0	0	0	0	0	0	0	0	N/A	N/A
2/648RAT	N/A	0	0	0	0	0	0	0	0	0	0	N/A	N/A
6/611FAI	N/A	0	0	0	1	0	0	1	1	0	0	N/A	N/A
83/591	N/A	0	0	1	0	0	0	0	0	0	0	N/A	N/A
10/262/354	N/A	0	0	0	1	1	0	0	0	1	0	N/A	N/A

Average Collision Rate for Analysed Intersections =	0.27

Intersections Presented	22
Total Intersections Analysed	13
No. of Intersections This Classification	22

Data Sorted at 90% Confidence Level

Whenever possible, the volume entering is the most recent traffic count taken from the annual *Traffic on Manitoba Highways* publication.

Intersection Classification: Secondary Arterial - Secondary Arterial - Rural													
Intersection I.D.	Volume Entering	Reported Collision History on Record										3 yr. Collision Rate (coll/mve)	3 yr. Criticality k=1.316 Conf=90%
		91	92	93	94	95	96	97	98	99	00		
3/5	1560	0	0	0	0	0	1	0	1	1	0	1.17	0.38
11/59	1675	1	0	0	0	0	0	0	0	1	1	1.09	0.32
11/211	1810	2	0	0	0	1	0	1	0	1	0	1.01	0.26
3/34S	735	1	1	0	0	0	0	0	0	0	1	1.24	0.20
17/68	960	0	0	0	2	0	1	0	0	0	1	0.95	0.02
3/34N	1160	0	0	0	0	0	1	0	0	1	0	0.79	-0.08
12/317	1300	0	1	0	1	1	0	0	1	0	0	0.70	-0.13
3/31/240	1512	0	0	0	0	0	0	1	0	0	1	0.60	-0.19
3/18N	1677	0	0	0	0	1	0	0	0	0	1	0.54	-0.22
17/233	1880	0	1	0	1	2	0	0	0	0	1	0.49	-0.26
9/17	3050	0	0	0	0	0	1	0	0	1	0	0.30	-0.35
11/317	3478	0	1	0	0	1	0	0	1	0	0	0.26	-0.37
11/214	1860	1	0	1	0	0	1	1	0	0	0	0.00	-0.75
25/250W	1180	1	0	0	0	0	0	0	0	0	0	0.00	-0.87
3/18S	935	1	0	0	0	0	0	2	0	0	0	0.00	-0.94
200/201W	950	0	0	0	0	0	0	0	0	0	0	0.00	-0.94
3/21N	880	0	0	1	0	0	0	0	0	0	0	0.00	-0.97
227/240E	700	0	0	0	0	0	1	0	0	0	0	0.00	-1.06
3/21S	580	0	0	0	0	0	0	0	0	0	0	0.00	-1.15
50/278	572	0	0	1	0	0	0	0	0	0	0	0.00	-1.16
20/364	515	0	0	0	0	0	0	0	0	0	0	0.00	-1.21
280/632SPL	395	0	0	0	0	0	1	0	0	0	0	0.00	-1.38
276/328	345	0	0	0	0	0	0	0	0	0	0	0.00	-1.47
269/364N	265	0	0	0	0	0	0	0	0	0	0	0.00	-1.69
280/290	170	0	0	0	0	0	0	0	0	0	0	0.00	-2.18
11/44S	N/A	0	0	1	0	0	0	0	1	1	0	N/A	N/A
17/325	N/A	0	0	0	0	0	2	0	0	0	0	N/A	N/A
20/20AN	N/A	0	0	2	0	0	0	1	0	0	0	N/A	N/A
233/325	N/A	0	0	0	0	0	0	0	0	0	0	N/A	N/A
240/245/654	N/A	0	0	0	1	0	0	0	0	0	0	N/A	N/A

Average Collision Rate for Analysed Intersections =	0.37

Intersections Presented	30
Total Intersections Analysed	25
No. of Intersections This Classification	33
Data Sorted at 99.5% Confidence Level	
Whenever possible, the volume entering is the most recent traffic count taken from the annual *Traffic on Manitoba Highways* publication.	

Intersection Classification: Secondary Arterial - Secondary Arterial - Urban													
Intersection I.D.	Volume Entering	91	92	93	94	95	96	97	98	99	00	3 yr. Collision Rate (coll/mve)	3 yr. Criticality k=3.078 Conf=90%
11/15	1185	0	1	0	0	1	2	1	0	2	0	1.54	-1.13
391/399	N/A	0	0	0	0	0	0	0	0	0	0	N/A	N/A

Average Collision Rate for Analysed Intersections =	1.54
Intersections Presented	2
Total Intersections Analysed	1
No. of Intersections This Classification	2
Data Sorted at 90% Confidence Level	
Whenever possible, the volume entering is the most recent traffic count taken from the annual *Traffic on Manitoba Highways* publication.	

Intersection Classification: Secondary Arterial - Collector - Rural													
Intersection I.D.	Volume Entering	Reported Collision History on Record										3 yr. Collision Rate (coll/mve)	3 yr. Criticality k=1.282 Conf=90%
		91	92	93	94	95	96	97	98	99	00		
23/200	1480	0	0	0	1	0	0	0	1	2	1	2.47	1.42
5/23	820	1	1	0	0	0	0	1	1	1	0	2.23	0.97
23/422	1190	0	1	0	0	0	0	1	0	0	2	1.53	0.42
227/240W	470	0	0	0	0	0	0	0	1	0	0	1.94	0.39
17/419	470	0	1	0	0	0	0	0	1	0	0	1.94	0.39
206/213	6075	4	6	2	2	5	5	1	2	2	3	1.05	0.28
240/331	2580	0	1	0	0	2	2	0	1	2	0	1.06	0.16
30/201N	2595	0	0	1	0	0	0	1	2	1	0	1.06	0.15
3/256	590	1	0	0	0	0	0	0	1	0	0	1.55	0.13
5/351	2000	0	1	1	0	1	0	2	1	0	1	0.91	-0.05
21/23	740	0	0	0	0	0	0	0	0	0	1	1.23	-0.07
13/331	2145	1	0	0	1	1	0	0	0	0	2	0.85	-0.09
256/257	784	0	1	1	0	0	0	0	0	1	0	1.16	-0.11
52/206	2761	0	0	0	0	0	1	2	0	1	1	0.66	-0.23
12/435	999	1	0	0	0	0	0	0	1	0	0	0.91	-0.26
224/325	1110	0	0	0	0	0	0	0	1	0	0	0.82	-0.31
45/264	1320	2	0	0	0	0	0	0	0	0	1	0.69	-0.39
23/34	1340	0	0	1	0	0	0	0	0	0	1	0.68	-0.39
21/24	1390	0	0	0	1	0	0	0	1	0	0	0.66	-0.41
32/201S	1560	0	0	1	0	0	0	0	0	0	1	0.59	-0.44
32/608CHO	5346	N/A	N/A	N/A	1	1	1	0	1	1	0	0.34	-0.50
340/457	2520	2	0	1	1	0	1	0	0	1	0	0.36	-0.55
68/326	2840	1	0	0	1	1	0	2	0	1	0	0.32	-0.56
3/434	5320	0	0	0	0	1	0	0	0	0	0	0.00	-0.78
32/201N	2460	0	0	1	1	0	1	0	0	0	0	0.00	-0.92
30/421	2323	1	0	0	1	0	0	0	0	0	0	0.00	-0.93
9/232S	2100	0	1	0	0	0	0	0	0	0	0	0.00	-0.95
11/313	1730	0	1	0	0	0	0	0	0	0	0	0.00	-1.00
11/307	1697	0	1	0	0	1	0	0	0	0	0	0.00	-1.01
211/520	1650	0	0	0	1	0	1	0	0	0	0	0.00	-1.01

Average Collision Rate for Analysed Intersections =	0.54

Intersections Presented	30
Total Intersections Analysed	46
No. of Intersections This Classification	189
Data Sorted at 99.5% Confidence Level	
Whenever possible, the volume entering is the most recent traffic count taken from the annual *Traffic on Manitoba Highways* publication.	

Intersection Classification: Secondary Arterial - Collector - Suburban													
Intersection I.D.	Volume Entering	Reported Collision History on Record										3 yr. Collision Rate (coll/mve)	3 yr. Criticality k=1.356 Conf=90%
		91	92	93	94	95	96	97	98	99	00		
52/210/302	1688	0	0	0	0	1	1	0	1	0	1	1.08	0.33
30/201S	3773	0	0	1	2	0	0	1	1	0	1	0.48	-0.12
59/504	590	0	0	0	0	0	0	0	0	1	0	1.55	-0.26
9/225	2176	0	0	0	0	0	0	1	1	0	0	0.42	-0.28
9/238	10030	0	0	0	0	0	1	1	0	1	1	0.18	-0.31
13/613ELM	1950	0	0	0	0	1	0	0	1	0	0	0.47	-0.63
9/672WBE	3065	0	0	0	0	0	0	0	0	0	0	0.00	-0.93
18/638KIL	2850	0	0	0	0	0	0	0	0	0	0	0.00	-0.96
9/624PET	2345	0	0	0	0	0	0	0	0	0	0	0.00	-1.02
3/635KIL	1555	0	0	0	0	0	0	0	0	0	0	0.00	-1.19
20/632OCH	1115	0	0	0	0	0	1	0	0	0	0	0.00	-1.37
18/23E	1020	2	0	3	1	2	1	1	0	0	0	0.00	-1.42
201/615LET	N/A	0	0	0	0	0	0	0	0	0	1	N/A	N/A
3/244	N/A	0	0	0	0	0	0	0	0	0	0	N/A	N/A
75/200	N/A	0	1	0	0	0	0	0	0	0	0	N/A	N/A
9/617LOC	N/A	0	0	0	0	0	0	0	0	0	0	N/A	N/A

Average Collision Rate for Analysed Intersections =	0.35

Intersections Presented	16
Total Intersections Analysed	12
No. of Intersections This Classification	16
Data Sorted at 90% Confidence Level	
Whenever possible, the volume entering is the most recent traffic count taken from the annual *Traffic on Manitoba Highways* publication.	

Intersection Classification: Secondary Arterial - Collector - Urban													
Intersection I.D.	Volume Entering	Reported Collision History on Record										3 yr. Collision Rate (coll/mve)	3 yr. Criticality k=1.415 Conf=90%
		91	92	93	94	95	96	97	98	99	00		
50/261	1612	0	3	1	2	1	1	0	0	0	1	0.57	-0.45
16A/262	1720	0	0	0	0	1	1	0	0	1	0	0.53	-0.46
340/344WAW	1840	0	0	0	0	1	0	0	0	0	1	0.50	-0.48
30/620SGRE	545	0	0	0	0	0	0	0	0	1	0	1.68	-0.86
16A/355	1898	0	0	0	0	1	0	0	0	0	0	0.00	-0.97
9/229	2950	0	0	0	0	0	1	0	0	1	0	0.31	-1.01
17/416	860	0	0	0	0	0	0	0	0	0	0	0.00	-1.24
10A/269ETH	N/A	0	0	0	0	0	0	0	0	0	0	N/A	N/A
10A/275SR	N/A	0	0	0	0	0	0	0	0	0	0	N/A	N/A
10A/291FF	N/A	0	0	0	0	0	0	0	0	0	0	N/A	N/A
17/668TEU	N/A	0	0	0	0	0	0	0	0	0	0	N/A	N/A
21/45/577	N/A	0	0	0	0	1	0	0	0	2	0	N/A	N/A
21/630SHAM	N/A	0	0	0	0	0	0	0	0	0	0	N/A	N/A
23/332W	N/A	0	0	0	0	0	0	0	0	0	0	N/A	N/A
25/250E	N/A	1	0	0	0	1	0	0	0	0	0	N/A	N/A
25/663RIV	N/A	0	0	0	0	0	0	0	0	1	0	N/A	N/A
3/242E	N/A	0	0	0	0	0	0	0	0	0	0	N/A	N/A
3/242W	N/A	0	0	0	0	0	0	0	0	0	0	N/A	N/A
3/254W	N/A	0	0	0	0	0	0	0	0	0	0	N/A	N/A
391/394/397	N/A	0	0	0	0	0	0	0	0	0	0	N/A	N/A
44/301	N/A	0	0	1	0	0	0	0	0	0	0	N/A	N/A
45/566	N/A	0	0	0	0	0	0	0	0	0	0	N/A	N/A
50/265	N/A	0	0	0	0	0	0	0	0	0	0	N/A	N/A
50/601ALO	N/A	0	0	0	0	0	0	0	0	0	0	N/A	N/A
50/625EMCC	N/A	0	0	0	0	0	0	0	0	0	0	N/A	N/A
50/625WMCC	N/A	0	0	1	0	0	1	0	0	0	0	N/A	N/A
5A/362	N/A	0	0	0	1	0	0	1	0	1	0	N/A	N/A
68/609ERI	N/A	0	0	0	0	0	0	0	0	0	0	N/A	N/A
3/638MOR	N/A	1	5	2	1	1	0	0	1	2	5	N/A	N/A
9/232N	N/A	0	0	0	0	2	0	0	0	1	0	N/A	N/A
Average Collision Rate for Analysed Intersections = 0.51													
Intersections Presented 30													
Total Intersections Analysed 7													
No. of Intersections This Classification 30													
Data Sorted at 99.5% Confidence Level													
Whenever possible, the volume entering is the most recent traffic count taken from the annual *Traffic on Manitoba Highways* publication.													

It is possible to have a group of intersections that have a negative criticality. This is most common in small groups and occurs when the criticality collision rates are higher than the average collision rate of the group.

Intersection Classification: Collector - Collector - Rural													
Intersection I.D.	Volume Entering	Reported Collision History on Record										3 yr. Collision Rate (coll/mve)	3 yr. Criticality k= 1.282 Conf=90%
		91	92	93	94	95	96	97	98	99	00		
234/645PIN	250	0	0	0	0	0	0	0	0	0	1	3.65	1.75
252/445	310	0	0	0	0	0	0	0	0	0	1	2.95	1.24
200/311	1730	0	0	1	1	0	0	1	3	0	1	2.11	1.23
200/217N	370	0	0	1	0	0	0	0	0	1	0	2.47	0.90
206/207	2350	0	1	0	3	1	0	2	1	2	1	1.55	0.75
24/250	1100	0	0	0	0	0	0	0	0	0	2	1.66	0.65
200/305	1400	0	1	1	1	2	0	0	1	1	0	1.30	0.37
205/330	910	0	1	0	0	0	0	0	0	1	0	1.00	-0.08
313/520E	1770	0	1	0	0	1	0	0	0	0	1	0.52	-0.36
205/216N	1810	3	0	0	1	0	0	0	0	0	1	0.50	-0.36
9/519	1960	0	0	1	0	1	0	0	0	1	0	0.47	-0.38
205/216S	2930	0	1	1	1	1	1	2	0	0	0	0.00	-0.77
212/213	2130	0	0	1	0	0	0	0	0	0	0	0.00	-0.83
313/433	1720	0	0	0	0	0	0	0	0	0	0	0.00	-0.88
220/321S	570	0	0	0	0	0	0	0	0	0	0	0.00	-1.29
41/42	480	0	0	0	0	0	0	0	0	0	0	0.00	-1.39
260/265W	460	0	0	0	0	0	0	0	0	0	0	0.00	-1.42
322/323W	430	1	0	0	0	0	0	0	0	0	0	0.00	-1.46
200/217S	410	1	0	0	0	1	0	0	0	0	0	0.00	-1.50
242/350	410	0	0	0	0	0	0	1	0	0	0	0.00	-1.50
251/254	380	0	0	0	0	0	0	0	0	0	0	0.00	-1.55
322/621GRO	370	0	0	0	0	0	0	0	0	0	0	0.00	-1.57
222/604ARN	890	0	0	1	0	0	1	0	0	0	0	0.00	-1.57
250/355W	370	0	0	0	0	0	0	1	0	0	0	0.00	-1.57
250/355E	360	0	0	0	0	0	0	0	0	0	0	0.00	-1.59
321/621GRO	355	0	0	0	0	0	0	0	0	0	0	0.00	-1.60
41/256	330	0	0	0	0	0	0	0	0	0	0	0.00	-1.66
200/246	310	1	0	0	0	0	0	0	0	0	0	0.00	-1.71
242/245W	280	0	0	0	0	0	0	0	0	0	0	0.00	-1.80
242/245E	280	0	0	0	0	0	0	0	0	0	0	0.00	-1.80

Average Collision Rate for Analysed Intersections =	0.45

Intersections Presented	30
Total Intersections Analysed	40
No. of Intersections This Classification	298
Data Sorted at 90% Confidence Level	

Whenever possible, the volume entering is the most recent traffic count taken from the annual *Traffic on Manitoba Highways* publication.

Intersection Classification: Collector - Collector - Suburban													
Intersection I.D.	Volume Entering	Reported Collision History on Record										3 yr. Collision Rate (coll/mve)	3 yr. Criticality k=1.363 Conf=90%
		91	92	93	94	95	96	97	98	99	00		
207/213	5290	1	0	1	1	2	3	1	4	1	3	1.38	0.67
206/311	1960	1	3	1	1	0	2	3	1	2	1	1.40	0.51
241/334W	3250	0	2	1	0	2	0	2	1	0	0	0.28	-0.50
9/616SGIM	6165	0	0	0	0	0	0	0	0	0	0	0.00	-0.75
241/334E	2590	0	1	0	0	1	0	0	0	0	0	0.00	-0.83
210/311	1105	1	2	1	0	0	0	0	0	1	0	0.83	-0.83
350/633SMC	1395	0	0	0	0	0	0	0	1	0	0	0.65	-0.86
306/646PLU	1430	0	0	0	0	0	0	0	1	0	0	0.64	-0.86
23/637MIA	1200	0	0	0	0	1	0	0	0	0	0	0.00	-1.60
307/309	340	0	0	1	0	0	0	0	0	0	0	0.00	-1.71
221/248	845	0	0	0	0	0	0	1	0	0	0	0.00	-1.85
200/604DOM	N/A	0	0	0	0	0	0	0	0	0	0	N/A	N/A
210/302	N/A	0	0	0	0	0	0	0	0	0	0	N/A	N/A
23/338	N/A	0	0	0	0	1	0	0	0	0	0	N/A	N/A
259/637KEN	N/A	0	0	0	1	0	0	0	0	0	0	N/A	N/A
351/612ECR	N/A	0	0	1	0	2	0	1	0	1	0	N/A	N/A
351/612WCR	N/A	0	0	0	0	0	0	0	0	0	0	N/A	N/A
354/622ELP	N/A	0	0	0	0	0	0	0	0	0	0	N/A	N/A
605/605NAU	N/A	0	0	0	0	0	0	0	0	0	0	N/A	N/A
633/633MAC	N/A	0	0	0	0	0	0	0	2	0	0	N/A	N/A

Average Collision Rate for Analysed Intersections =	0.47

Intersections Presented	20
Total Intersections Analysed	11
No. of Intersections This Classification	20
Data Sorted at 90% Confidence Level	

Whenever possible, the volume entering is the most recent traffic count taken from the annual *Traffic on Manitoba Highways* publication.

Intersection Classification: Collector - Collector - Urban													
Intersection I.D.	Volume Entering	Reported Collision History on Record										3 yr. Collision Rate (coll/mve)	3 yr. Criticality k=1.333 Conf=90%
		91	92	93	94	95	96	97	98	99	00		
244/245N	940	2	0	0	0	0	0	0	2	1	1	3.89	2.40
205/246	410	0	1	0	0	0	0	0	1	0	0	2.23	0.24
215/601BEA	4140	5	1	0	1	3	1	1	4	0	0	0.88	-0.17
366/620ING	1780	0	0	2	1	0	1	0	0	1	1	1.03	-0.22
206/210S	1780	0	0	2	1	0	1	0	0	1	1	1.03	-0.22
200/210	1870	0	0	1	0	0	0	0	1	0	1	0.98	-0.26
9/616CGIM	5900	0	2	2	0	1	0	1	2	1	1	0.62	-0.38
264/666ROS	1030	0	0	0	2	0	2	1	0	1	0	0.89	-0.56
9/222/231	5380	0	0	1	1	3	3	1	1	0	1	0.34	-0.97
206/210N	1430	0	0	1	1	0	1	0	0	0	0	0.00	-1.32
222/329	1190	0	0	0	0	0	0	0	0	0	0	0.00	-1.39
307/408	931	0	0	0	0	0	0	0	0	0	0	0.00	-1.49
225/232	730	0	0	0	0	0	0	0	0	0	0	0.00	-1.61
266/587	570	0	0	0	0	0	0	0	0	0	0	0.00	-1.76
201/420	755	N/A	N/A	N/A	0	0	0	0	0	0	0	0.00	-1.81
41/643MCA	390	0	0	0	0	0	0	0	0	0	0	0.00	-2.03
305/332	320	0	0	0	0	0	0	0	0	0	0	0.00	-2.21
201/602ALT	N/A	0	0	2	0	0	2	2	1	1	0	N/A	N/A
205/650RIV	N/A	0	0	0	0	0	0	1	0	0	0	N/A	N/A
212/508	N/A	0	1	0	0	0	0	0	0	0	0	N/A	N/A
24/270S	N/A	0	0	0	0	0	0	0	0	0	0	N/A	N/A
24/654OAK	N/A	0	0	0	0	0	0	0	0	0	0	N/A	N/A
247/330N	N/A	0	0	0	0	1	0	0	1	0	0	N/A	N/A
247/330S	N/A	0	0	0	0	0	0	0	0	0	0	N/A	N/A
250/663RIV	N/A	0	0	0	0	0	0	0	0	0	1	N/A	N/A
250/664RIV	N/A	0	0	0	0	0	0	0	0	0	0	N/A	N/A
266/26?	N/A	0	0	0	0	0	0	0	0	0	0	N/A	N/A
270/661RAP	N/A	0	0	0	0	0	0	1	0	0	0	N/A	N/A
285/289	N/A	0	0	0	0	3	1	1	0	0	0	N/A	N/A
302/625RIC	N/A	0	0	2	0	0	1	0	1	1	0	N/A	N/A

Average Collision Rate for Analysed Intersections =	0.73

Intersections Presented	30
Total Intersections Analysed	17
No. of Intersections This Classification	80
Data Sorted at 90% Confidence Level	
Whenever possible, the volume entering is the most recent traffic count taken from the annual *Traffic on Manitoba Highways* publication.	

Intersection Classification: Signalized Intersection - Suburban														
Intersection I.D.	Volume Entering	Date Signalized	Reported Collision History on Record										3 yr.[1] Collision Rate (coll/mve	3 yr. Criticality k=2.576 Conf=99.5%
			91	92	93	94	95	96	97	98	99	00		
15/101	8060	11/96	2	0	0	2	0	2	**3**[5]	12	4	8	2.72	1.48
12/PARKSTE	23991	6/90	n/a	**17**	9	15	16	14	15	9	18	16	1.64	0.80
1/16/305	10275	9/79	**6**	2	4	10	7	9	7	4	5	10	1.69	0.74
9/410	10115	9/91	1	**3**	0	1	5	4	5	5	5	4	1.26	0.29
100/STMARY[5]	21845	12/73	**1**	3	1	3	6	7	10	10	5	12	1.13	0.29
101/ASSDWN[3]	12890	3/80	n/a	**1**	2	1	1	2	2	2	6	9	1.20	0.28
100/WAVER	14558	9/91	2	**4**	9	2	5	3	10	2	9	5	1.00	0.10
3/100	14175	5/73	**6**	8	4	8	6	10	9	2	7	6	0.97	0.07
14/32/428	8400	6/95	2	1	1	4	**2**	3	**4**	1	**4**	4	0.98	-0.12
10/459	18753	2/90	n/a	n/a	n/a	**1**	5	6	**4**	3	5	5	0.63	-0.27
9/44	12235	6/74	**10**	7	0	4	3	5	5	4	2	2	0.60	-0.32
7/67	10155	2/97	2	2	0	2	6	9	**2**	4	2	3	0.81	-0.35
221/636WPG	14210	10/74	**12**	7	12	7	5	4	**4**	4	1	3	0.51	-0.38
1/10W	9290	5/91	n/a	**1**	4	6	3	3	2	2	1	3	0.59	-0.40
1/207W	18958	9/93	7	9	8	**8**	7	3	6	1	5	4	0.48	-0.42
59/101S	32546	6/97	n/a	n/a	n/a	n/a	n/a	n/a	**6**	1	6	10	0.48	-0.43
1A/457	17605	5/90	**1**	0	4	2	3	0	1	3	2	2	0.36	-0.50
9/RIVERWPG	14448	9/83	**1**	3	4	4	3	1	4	2	2	1	0.32	-0.58
100/STANNE	15890	6/88	**2**	2	2	3	1	3	2	1	2	2	0.29	-0.59
1/RACEWAY[2]	15500	6/78	**0**	0	0	2	0	0	0	1	2	2	0.29	-0.59
1/334E	17280	11/95	3	0	2	2	1	**2**	3	3	4	0	0.37	-0.61
4/9/9AN	7255	5/95	2	4	8	5	**2**	3	1	2	0	2	0.50	-0.64
59/101N	24454	6/97	n/a	n/a	n/a	n/a	n/a	n/a	**9**	1	6	1	0.30	-0.66
101/425	11830	8/78	**2**	3	2	2	1	4	5	1	0	2	0.23	-0.69
204/HODDINO	9889	12/96	n/a	n/a	n/a	n/a	4	5	**0**	2	2	1	0.46	-0.71
1/1AE/10E	12510	9/64	n/a	**4**	6	4	4	6	5	3	0	0	0.22	-0.71
1/BLUMBERG[3]	19793	6/99	n/a	n/a	n/a	n/a	4	3	1	1	**3**	3	0.42	-0.75
101/409	16025	11/98	6	5	4	3	0	2	4	1	**1**	4	0.43	-0.81
1/ODEON[3]	15500	10/75	**0**	0	0	0	0	1	0	0	0	1	0.06	-0.82
9/ALLENWPG	9762	7/76	**0**	1	0	2	1	0	1	0	0	1	0.09	-0.86

Average Collision Rate for Analysed Intersections =	0.61

Intersections Presented	30
Total Intersections Analysed	35
No. of Intersections This Classification	37[4]
Data Sorted at 99.5% Confidence Level	
Whenever possible, the volume entering is the most recent traffic count taken from the annual *Traffic on Manitoba Highways* publication.	

Notes

1 3 years or less depending on signalization date.

2 In the spring of 1999 the lights at PTH 1 and Assiniboia Downs were moved west to Raceway Road.

3 The signals at 1/Blumberg, 1/Odeon & 101/Assdwn are on only during events, otherwise, they flash amber for through traffic.

4 100/StMary signage improvements were done at this intersection in the fall of 2000.

5 Analysis is based only on year (**in bold**) and subsequent years that an intersection has been signalized; other years are for information only.

Intersection Classification: Signalized Intersection - Urban														
Intersection I.D.	Volume Entering	Date Signalized	Reported Collision History on Record										3 yr.[1] Collision Rate (coll/mve	3 yr. Criticality k=2.576 Conf=99.5%
			91	92	93	94	95	96	97	98	99	00		
52/REIMSTE	44534	02/74	n/a	**7**[2]	6	2	13	12	6	11	10	11	2.06	1.03
12/52	20900	04/75	**16**	12	15	19	18	12	6	16	8	20	1.92	0.96
1A/10	44534	03/78	n/a	**24**	19	29	31	28	22	29	27	28	1.72	0.83
5A/20AS[3]	15324	06/85	**5**	10	4	8	6	8	5	7	11	11	1.73	0.72
10/610BRN	38414	05/80	n/a	**15**	4	19	20	18	17	12	23	26	1.45	0.55
1A/34BRN	22020	02/78	**12**	7	4	9	10	5	11	12	10	13	1.45	0.50
1A/610BRN	28098	05/80	n/a	**15**	7	11	12	11	**8**	13	16	15	1.43	0.49
10/PARKBRN	32972	11/78	**15**	7	15	12	10	7	14	9	22	19	1.38	0.48
5A/MEMDAU[3]	12937	07/85	**6**	1	4	1	**4**	1	0	9	6	4	1.34	0.31
10A/83SR	11563	08/94	n/a	3	3	5	**3**	4	1	6	7	5	1.42	0.27
12/LOEWSTE	21400	08/88	n/a	**11**	9	8	9	13	3	8	13	8	1.24	0.27
10/PRINBRN	26204	12/68	**10**	6	14	7	6	13	10	15	8	10	1.15	0.22
5A/WHITDAU[3]	7100	10/95	2	5	4	0	6	**4**	1	5	3	4	1.54	0.20
1A/6BRN	17364	08/80	**7**	8	2	4	4	9	9	7	3	12	1.16	0.17
1A/12WPLP	19567	12/73	**7**	2	7	3	0	4	2	4	13	6	1.07	0.10
5A/20AN[3]	12119	06/85	**2**	7	3	4	5	0	3	3	2	10	1.13	0.09
10/QUEEBRN	25287	08/89	n/a	**7**	7	8	9	10	12	6	12	9	0.98	0.03
9A/320	18239	10/77	n/a	**4**	2	6	5	3	7	3	5	12	1.00	0.01
10/283/285	12088	10/75	n/a	**2**	7	7	3	6	4	4	3	6	0.98	-0.08
1A/26BRN	26074	02/76	n/a	**9**	10	4	12	5	12	11	5	7	0.81	-0.14
1A/240W	19589	03/87	n/a	**2**	5	2	6	4	4	10	5	2	0.79	-0.19
610/610BRN	19113	07/83	n/a	**6**	0	2	4	4	2	6	4	6	0.76	-0.22
1A/24WPLP	17141	01/83	**0**	5	6	1	5	6	4	7	5	2	0.75	-0.24
391/SELTHO	17556	12/77	**2**	4	1	1	5	7	5	6	7	1	0.73	-0.26
1A/8BRN	20236	07/91	n/a	**0**	0	3	4	0	3	4	6	6	0.72	-0.26
9A/STRASEL	17765	11/75	**5**	4	6	3	6	10	3	1	2	11	0.72	-0.26
23/75N	9228	9/98	3	1	1	2	2	1	1	2	**5**	4	1.34	-0.28
3/13/245	12358	05/81	**2**	1	3	2	3	5	3	3	3	4	0.74	-0.30
52/FRIESTE	13772	02/78	n/a	**4**	7	4	3	2	2	2	7	2	0.73	-0.31
1A/13BRN	22746	07/81	n/a	**9**	9	4	8	8	11	8	5	3	0.64	-0.32

Average Collision Rate for Analysed Intersections =	0.71

Intersections Presented	30
Total Intersections Analysed	76
No. of Intersections This Classification	77
Data sorted at 99.5% Confidence Level	
Whenever possible, the volume entering is the most recent traffic count taken from the annual *Traffic on Manitoba Highways* publication.	

Notes

1 3 years or less depending on signalization date.

2 Analysis is based only on year (**in bold**) and subsequent years that an intersection has been signalized; other years are for information only.

3 5A/20AS, 5A/MemDau, 5A/20AN, & 5A/WhitDau - 91 to 94 reported collision histories are not guaranteed to be accurate due to the unavailability of record for verification.

Glossary

Ability Impaired by Alcohol	Driver had consumed a sufficient quantity of alcohol to impair their physical/mental condition.
Ability Impaired by Drugs	Driver had used a controlled substance and was legally impaired in the judgement of a law enforcement officer.
Accident	Refer to collision.
All-terrain Vehicle	An off-road vehicle which operates on three or more low pressure tires, has a seat designed to be straddled by the operator, and has handle bars for steering the vehicle.
Antique Vehicle	A car, truck or motorcycle that is more than thirty years old at the time of application for registration. A motor vehicle registered as an antique car, truck or motorcycle can be driven only when: a. taking it to be repaired or serviced; b. displaying it to the public in a parade or procession and driving it to or from such a parade or procession, c. driving it in an antique car, truck or motorcycle rally as authorized by the Registrar of Motor Vehicles.
Collision	A reportable motor vehicle collision is one that results in a fatality, injury and/or total property damage exceeding $1,000.00.
Coll/mve	Collision per million vehicles entering.
Commercial Truck	A truck (or trailer) used to transport the registered owner's (or lessee's) own business goods: a. beyond a radius of 20 kilometres of the City of Winnipeg, where the registered owner's business address is in the City of Winnipeg, b. beyond a radius of 30 kilometres of a city, town or village other than the City of Winnipeg, where the registered owner's address is not in the City of Winnipeg.
Contributing Factors	Those events or circumstances that directly contribute to a traffic collision: <u>Driver Action</u>: Used to determine if the actions performed immediately prior to the collision may have been a factor in causing the collision.

Contributing Factors con't	Those events or circumstances that directly contribute to a traffic collision: Human Condition: Used to determine if a driver's medical condition may have been a major factor in contributing to collision causation. Vehicle Condition: Used to determine if a vehicle has a mechanical defect that may have been a factor in collision causation. Environmental Condition: Used to determine if environmental factors are in some way responsible for the collision.
Dealer	A recognized person who in the course of his business buys, sells, exchanges, advertises, exhibits or offers for sale, or acts as a broker of, or commission agent in respect of new or used vehicles of a type required to be registered under *The Highway Traffic Act* and/or *The Taxicab Act*, and as such, is allowed to purchase for their own use dealer licence plates that can be affixed to a motor vehicle under their care.
Delivery Car	A passenger motor vehicle or a sedan delivery used, in either case, for delivery purposes, but does not include a public service vehicle or taxicab.
Driverless Vehicle/ Ran Out of Control	Includes improperly parked vehicles, vehicles set in motion by failure of parking brakes, vandalism, etc., without a driver in control. Includes cases where young children start and/or attempt to operate vehicles.
Farm Truck	A motor vehicle classified as a "truck" at time of registration and is owned by a person engaged in farming.
Fatal Collision	A motor vehicle collision which results in death to one or more individuals within 30 days of the collision.
Had Been Drinking/ Suspected Alcohol Use	Driver had consumed alcohol, but his/her physical condition was not legally impaired or tested for legal impairment.
Hydroplaning of tires	Refers to water on the roadway. The contact between the vehicle's tires and the roadway surface was eliminated.

Injury Collision	A motor vehicle collision which results in non-fatal injury to one or more individuals.
Livery	A vehicle licenced under *The Highway Traffic Act* for the transportation of persons for compensation and is licenced to operate in the Province according to terms issued by the Motor Transport Board.
Moped	A motor vehicle which: a. has 2 tandem wheels or 3 wheels, each of which is more than 250 millimetres in diameter, b. has a seat or saddle having a minimum unladen height of 650 millimetres, when measured from the ground level to the top of the forward most part of the saddle, c. is capable of being driven at all times by pedals only if so equipped, by motor only or by both pedals and motor, and d. the motor has a piston displacement of not more than 50 cubic centimetres, or is an electric motor neither of which is capable of enabling the moped to attain a speed greater than 50 km/h.
Motorcycle	A motor vehicle, other than a tractor which: a. is designed to travel on not more than three wheels in contact with the ground, and b. has a seat or saddle for the use of the rider sitting astride thereof and is capable of attaining a speed of 50 km/h or more, c. and includes a bicycle with a motor attached by which it is driven, a motor scooter.
Not Stated	Reporting document does not contain the necessary information for a particular category.
Off-Road Vehicle (ORV)	Included in this category are the following: snowmobiles, off-road vehicle motorcycles, all-terrain vehicles, amphibious vehicles, dune/sport buggy and 4 wheel drive vehicles operated off-road.
Passenger Vehicle	A motor vehicle classified by the manufacturer as a passenger car or which is designed, constructed or adapted for the principle purpose of transporting passengers and includes a delivery car, but does not include a motorcycle, moped or motor vehicle which is designed, constructed or adapted for the purpose of carrying goods or commodities.
Property Damage Collision	A motor vehicle collision in which damage to vehicle and/or property was $1,000.00 or more, and which did not result in death or injury.

Public Service Vehicle (PSV)	A motor vehicle or trailer operated by or on behalf of any person, for transportation for gain or compensation of persons or property upon a highway, and includes a semi-trailer truck; but does not include the passenger-carrying-motor vehicles of an electric, or steam railway or motor bus company operating on the streets of a city, or school buses, ambulances or hearses or motor vehicle operated for gain or compensation under *The Taxicab Act* or a municipal by-law in cities, towns, and villages.
Repairer	A person who maintains a garage for the purpose of rendering services therein upon motor vehicles and/or trailers, at a charge, price or consideration; or who owns and operates a fleet of five or more motor vehicles or trailers; or both, and maintains a facility for their repair, is permitted under *The Highway Traffic Act* to obtain "Repairer" licence plates to be used to transport motor vehicles for repair from place of origin to the repair facility and return, and the testing of the motor vehicle after the repair work has been completed.
Rural Collision	A collision occurring on the provincial highway system where the posted legal speed limit is 90 or 100 km/h.
Safety Equipment	Seatbelts, safety helmets and child restraints.
Snowmobile Collision	A snowmobile collision which results in death, injury and/or total property damage of $1,000.00 or more.
Snow Vehicle	A vehicle that has a gross vehicle weight in exceeding 454 kilograms and a. is not equipped with wheels, but in place thereof is equipped with tractor treads alone or with tractor treads and skis, or with skis and a propeller, or is a toboggan equipped with tractor treads or a propeller, b. is designed primarily for operating over snow or ice, and is used primarily for that purpose, and c. is designed to be self-propelled.
Suburban Collision	A collision occurring on the provincial highway system where the posted legal speed limit is 70 or 80 km/h.

Taxicab	A motor vehicle had, kept, used, intended for use, or operated, for the transportation of persons for compensation, and includes such vehicles when garaged or under repair; but does not include a. a public service vehicle, b. a trolley bus or passenger-carrying motor vehicle or a public transportation system operating on the streets of a city, c. a school bus, d. an ambulance, e. a hearse, or f. a motor vehicle, or vehicle of a class of motor vehicles, that The Taxicab Board established under *The Taxicab* Act excludes from the definition of a taxicab under that Act.
Tractor	A self-propelled vehicle that is designed primarily for traction purposes, and that is not itself constructed to carry a load other than the driver, and includes a farm tractor but does not include a truck tractor or a special mobile machine.
Trailer	A vehicle designed for carrying persons or chattels, and for being towed by a motor vehicle, and includes a farm trailer but does not include an implement of husbandry that is temporarily towed, propelled, or moved upon a highway.
Truck	A motor vehicle or semi-trailer truck that is not a delivery car and that is constructed or adapted to carry goods, wares, and merchandise, freight or commodities, but not passengers or luggage.
U-Drive (Drive Yourself Vehicle)	A motor vehicle or trailer, kept for hire, that may be hired or rented without a drivers by the hour, day, week or longer but for which a single rental period is less than 30 days.
Urban Collision	A collision occurring on the provincial highway system where the posted legal speed limit is 50 or 60 km/h.
Vehicle Modification	A motor vehicle in which the axles, body, brakes, engine, steering control or suspension have been substantially altered or replaced with components of a different design or capacity from that approved by the manufacturer of the original vehicle.
Victims	All persons killed or injured in a motor vehicle related collision occurring on a public roadway.